

Goulburn Hospital

Main Works

Construction Traffic Management Plan

Prepared by: GTA Consultants (NSW) Pty Ltd for Hansen Yuncken

on 2/03/20

Reference: N173200

Issue #: D

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Quality Record

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1. INTRODUCTION

01

1.1. Background

It is understood that Hansen Yuncken has been contracted to undertake the Main Works for the proposed development at Goulburn Hospital, Goulburn.

Hansen Yuncken has commissioned GTA Consultants (GTA) to prepare a Construction Traffic Management Plan (CTMP) to examine the impacts of the construction works on the surrounding road network and to detail the proposed construction traffic and pedestrian management measures.

The Goulburn Hospital Redevelopment comprises the following¹:

- site preparation works including demolition of existing buildings and structure and site remediation works
- construction of a new four storey Acute Services Building and internal refurbishment works to the existing hospital buildings with a total gross floor area of around 12,072 sqm
- construction of a new Engineering Compound and new emergency vehicle bays (8 ambulance, 3 patient transfer vehicles) off Faithfull Street
- augmentation to existing vehicle access arrangements and construction of new car parking areas accommodating a net increase of 54 car parking spaces as part of the Main Works
- landscaping and public domain works, including construction of a new formal landscaped lawn area at the northern edge of Goldsmith and Albert Streets and screen planting to car park site frontages
- installation of business identification signage including 10 pylon signs and four building façade signs
- ancillary infrastructure and services works
- lot consolidation.

1.2. Purpose of this Report

The overall principles of traffic management during the construction activity include:

- provide an appropriate and convenient environment for pedestrians
- minimise the impact on pedestrian movements
- minimise the impact on cyclists
- maintain appropriate capacity for pedestrians at all times on footpaths around the site
- maintain appropriate public transport access
- minimise the loss of parking
- maintain access to/ from adjacent buildings
- restrict construction vehicle movements to designated routes to/ from the site
- manage and control construction vehicle activity in the vicinity of the site
- carry out construction activity in accordance with Council's approved hours of works.

This report has been prepared by engineers who holds the Roads and Maritime Services (Roads and Maritime) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited engineers are provided below:

- [REDACTED] – Certification No. 0051848825

¹ Source: Department of Planning and Environment Development Consent for SSD 8867

1.3. References

In preparing this report, reference has been made to the following:

- Development Consent for application number SSD 8667
- Traffic Control At Work Sites Manual, Roads and Maritime, July 2018
- Australian Standard AS1742.3-2009 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads'.

1.4. Authority Requirements

Table 1.1 lists Development Consent SSD 8667 Conditions that relate to this Construction Traffic and Pedestrian Management Plan.

Table 1.1: Relevant Development Consent SSD 8667 Conditions

SSDA Reference	SSDA Condition	GTA Response
PRIOR TO COMMENCEMENT OF CONSTRUCTION		
B16.	Prior to commencement of construction, the Applicant must prepare a Construction Environmental Plan (CEMP) and it must include, but not limited to, the following: (b) Construction Traffic and Pedestrian Management Sub-Plan (see condition B18);	See Below for Condition B18
B18.	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must address, but not be limited to, the following:	
	(a) be prepared by a suitably qualified and experienced person(s);	See Section 1.2
	(b) be prepared in consultation with Council and RMS;	
	(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrian and bus services;	See Sections 4.1, 4.2, 4.3
	(d) detail heavy vehicle routes, access and parking arrangements;	See Sections 3.7, 3.4, and 3.3 respectively
	(e) include a Driver Code of Conduct to: (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes;	See Section 4.9
	(f) include a program to monitor the effectiveness of these measures; and	See Section 4.8
B22.	Prior to the commencement of construction, the Applicant must demonstrate to the satisfaction of the Certifying Authority that a binding agreement has been entered into with the NSW Department of Education for the establishment and use of a temporary hospital car park on land at the corner of Fitzroy and Mount Street at the Wollondilly Public School, or suitable alternative location as agreed by the Planning Secretary.	See Section 3.3
B23.	With regard to the temporary car park required by condition B22:	
	(a) a minimum of 120 car parking spaces must be provided for the use of construction workers associated with the hospital redevelopment for the duration of the construction period, the management of which must be incorporated into the CTPMSP required for the condition B18.	See Section 3.3

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SSDA Reference	SSDA Condition	GTA Response
	(b) any spaces within the carpark that are not required by construction workers once the construction of the Acute Services Building is complete must be made available for the use of hospital staff until all approved car parking on the hospital campus is operational.	See Section 3.3
B28.	Compliance with the following requirements must be submitted to the satisfaction of the Certifying Authority prior to the commencement of construction:	
	(c) all demolition and construction vehicles (excluding worker vehicles) are to be contained wholly within the Site and vehicles must enter the Site before stopping;	See Section 3.4
	(d) the swept path of the longest vehicles entering and exiting the Site in association with the new work, as well as manoeuvrability through the Site, must be in accordance with AUSTROADS; and	See Appendix B
	(e) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, is to be addressed.	See Section 4.2
C5.	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours: (a) between 7am and 6pm, Monday to Fridays inclusive; and (b) between 8am and 1pm, Saturdays. No work may be carried out on Sundays or public holidays.	See Section 0
C9.	All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.	See Section 3.4
C10.	A Road Occupancy License must be obtained from the relevant road authority for any works that impact on traffic flows during construction activities.	See Section 3.5
D14.	The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the Subject Site as a result of construction works associated with the approved development is to be met in full by the Applicant prior to the commencement of use of any stage of the development.	See Section 4.10

2. EXISTING CONDITIONS

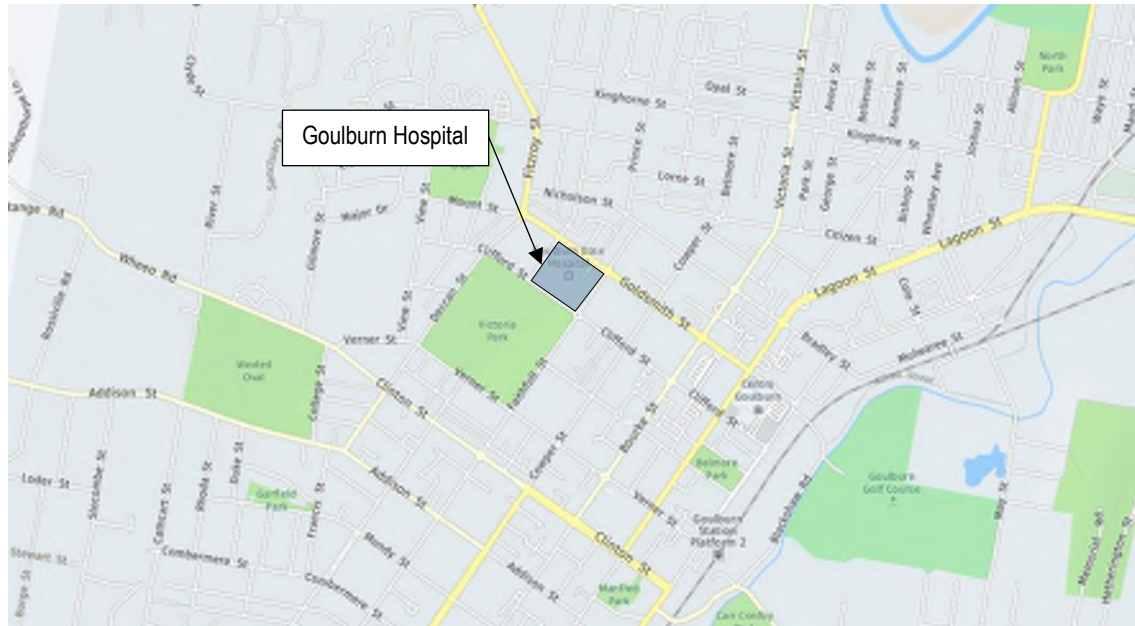
02

2.1. Location

The subject site is located off Goldsmith Street, Goulburn. The site comprises approximately 45,000m² and presents a frontage of 220m to Goldsmith Street. Goulburn High School is located to the west of the site, Victoria Park is located to the south, and the site surrounds are generally occupied by residential land uses.

The location of the subject site and its surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject site and its environs



Base image source: Sydney

Figure 2.2: Aerial Photo of Subject site and its environs



Base image source: NearMap (accessed 4 June 2019)

2.2. Transport Network

2.2.1. Surrounding Road Network

Goldsmith Street

Goldsmith Street is a State Road which forms the northern frontage of the site and is aligned in an east-west direction. It is a two-way road configured with 1-lane in each direction, set within an approximately 22m wide carriageway.

Kerbside parking is permitted in the form of marked bays which vary in form between 45-degree, 60-degree and parallel parking.

Goldsmith Street is shown in Figure 2.3 and Figure 2.4.

Figure 2.3: Goldsmith Street (looking west)



Figure 2.4: Goldsmith Street (looking east)



Albert Street

Albert Street is a Local Road which forms the western frontage of the site and is aligned in a north-south direction. It is a two-way road configured with 1-lane in each direction, set within an approximately 12m wide carriageway.

Kerbside parking is permitted in the form of unmarked parallel parking spaces on both sides of the carriageway.

Albert Street is shown in Figure 2.5 and Figure 2.6.

Figure 2.5: Albert Street (looking north)



Figure 2.6: Albert Street (looking south)



EXISTING CONDITIONS

Clifford Street

Clifford Street is a Local Road which forms the southern frontage of the site and is aligned in an east-west direction. It is a two-way road configured with 1-lane in each direction, set within an approximately 19m wide carriageway.

Kerbside parking is permitted in the form of 45-degree angled parking spaces on both sides of the carriageway.

Clifford Street is shown in Figure 2.7 and Figure 2.8.

Figure 2.7: Clifford Street (looking west)



Figure 2.8: Clifford Street (looking east)



Faithfull Street

Faithfull Street is a Local Road which forms the eastern frontage of the site and is aligned in a north-south direction. It is a two-way road configured with 1-lane in each direction, set within an approximately 20m wide carriageway.

Kerbside parking is permitted in the form of marked 45-degree angled spaces on the Hospital frontage and unmarked angled spaces on the other side of the carriageway.

Faithfull Street is shown in Figure 2.9 and Figure 2.10.

Figure 2.9: Faithfull Street (looking north)



Figure 2.10: Faithfull Street (looking south)



2.3. Public Transport

A number of bus stops are located within close proximity to the site, providing access in and around the Goulburn area. The frequency of these services is low and provide limited accessibility and convenience. A review of these services is summarised in Table 2.1 and shown indicatively in Figure 2.11 and Figure 2.12.

EXISTING CONDITIONS

Table 2.1: Public transport provision

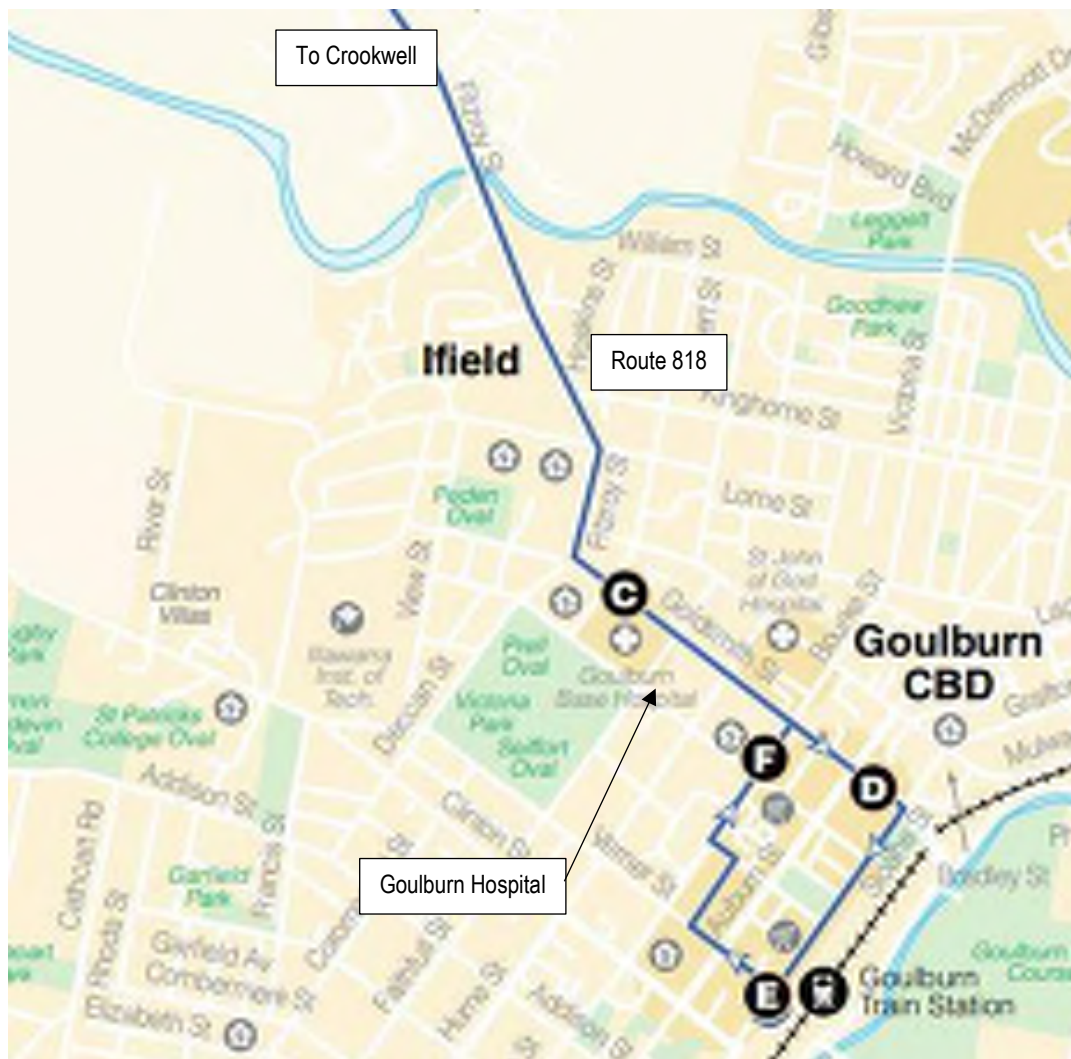
Service	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/ off-peak
Bus	818	Goulburn to Crookwell	Goldsmith Street	<100m	Mon-Fri: 3 services per day
	821B	Goulburn to Kenmore via Goulburn Base Hospital (Loop Service clockwise)		<100m	Mon-Fri: 5 services per day Sat: 3 services
	824	St Aubyn Rd to Goulburn		<100m	Mon-Fri: 2 services per day (3 during school days)

Figure 2.11: Bus Routes



Base image source: PBC Goulburn, accessed 04/06/2019

Figure 2.12: Bus Routes



Base image source: PBC Goulburn, accessed 04/06/2019

2.4. Walking and Cycling Infrastructure

Pedestrian paths are located as follows:

- Goldsmith Street (both sides) – 1.2m wide path
- Albert Street (both sides) – 1.2m wide path (east), 1.5m wide path (west)
- Clifford Street (both sides) – 1.2m wide path
- Faithfull Street (both sides) – 1.2m wide path.

No formal pedestrian crossings are provided in the vicinity of the site. Pedestrian refuges on the splitter islands are provided along all legs of the following roundabouts within the vicinity of the site:

- Goldsmith Street/ Faithfull Street
- Faithfull Street/ Clifford Street.

No formal cycling infrastructure is present within the vicinity of the site.

3. OVERVIEW OF CONSTRUCTION ACTIVITIES

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3.1. Description of Construction Activities

The Main Works at Goulburn Hospital comprises the following²:

- Site preparation works including demolition of existing buildings and structure and site remediation works.
- Construction of a new four storey Acute Services Building and internal refurbishment works to existing hospital buildings with a total gross floor area of 12,072 sqm.
- Construction of a new Engineering Compound and new emergency vehicle bay off Faithfull Street.
- Augmentation to existing vehicle access arrangements and construction of new car parking areas accommodating a net increase of 54 car parking spaces.
- Landscaping and public domain works, including construction of a new formal landscaped lawn area at the northern of Goldsmith and Albert Streets and screen planting to car park site frontages.
- Installation of business identification signage including 10 pylon signs and four building façade signs.
- Ancillary infrastructure and services works.

The expected duration of the works is approximately 19 months, with main construction works expected to commence in September 2019 and be completed by May 2021. The key milestones for the project are shown in Table 3.1, with details of the main activities and duration for each stage.

Table 3.1: Stages of the project

Stage	Start Date	End Date	Duration
Enabling works	September 2019	February 2020	5 months
Excavation and earthworks	October 2019	May 2020	7 months
Structure	January 2020	February 2021	13 months
Fit-out and external works	May 2020	May 2021	12 months

Additionally, a temporary car park will be constructed at the north-western corner of Mount Street and Fitzroy Street. Details are presented in Section 3.3. These works are anticipated take around four weeks, commencing in early-mid April 2020 and finishing in mid May 2020.

3.2. Work Hours

Work associated with the development will be carried out between the following hours of construction:

- Monday to Friday 7:00am and 6:00pm
- Saturday 8:00am and 1:00pm
- Sunday/ public holiday No work.

Hansen Yuncken will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours will be subject to SSD Consent Condition C6.

² Source: Department of Planning and Environment Development Consent for SSD 8867

3.3. Construction Worker Parking

It is anticipated that there will be on average up to 80-100 workers on-site at any given time during construction activities.

Construction workforce will vary over the course of the construction program, with up to a maximum of 150-200 workers on-site during peak activities, which is anticipated to be during the fit-out stage.

Condition B22 of the Development Consent specified:

"Prior to the commencement of construction, the Applicant must demonstrate to the satisfaction of the Certifying Authority that a binding agreement has been entered into with the NSW Department of Education for the establishment and use of a temporary hospital car park on land at the corner of Fitzroy and Mount Street at the Wollondilly Public School, or suitable alternative location as agreed by the Planning Secretary."

It is understood that an agreement is in place between Health Infrastructure and the NSW Department of Education as to the construction of the temporary car park and layout and operation to meet the requirements as per condition B23 of the Development Consent (refer to Table 1.1). Details as to this agreement will be provided in the Construction Management Plan prepared by Hansen Yuncken.

As mentioned in Section 3.1, a temporary car park will be constructed at the north-western corner of Mount Street and Fitzroy Street, with access from Mount Street and accommodating 124 car spaces.

The temporary hospital car park will be provided for the use of construction workers associated with the hospital development. Following completion of the Acute Services Building, spaces in the car park not required by construction works will be made available for the use of hospital staff until completion of the project.

Details and layout for the temporary car park have been prepared by Bonacci Group and are included in Appendix C.

3.4. Construction Site Access

Primary construction access is proposed via a new crossover fronting onto Faithfull Street (refer to Figure 3.1, new construction access). This new crossover is to be constructed north of the proposed fleet parking and south of the existing Community Health Centre will be utilised for construction vehicle access.

Secondary access is proposed via the existing access on Goldsmith Street (refer to Figure 3.1, secondary access). This access will be utilised as required where access via Faithfull Street is unavailable. Both these accesses will be in use for the duration of the project.

Construction vehicles will utilise these entries for access and egress, with turnaround provided on-site to ensure construction vehicles enter and exit the site in a forward direction. Vehicles up to 12.5m heavy rigid vehicles (HRVs) can be accommodated on site via the Faithfull Street entrance, with manoeuvring area to be provided to allow the vehicles to undertake necessary manoeuvres for delivery of construction materials including the establishment of concrete boom pumps and concrete deliveries. Vehicles up to 18.1m truck-and-dogs can be accommodated on site via the Goldsmith Street entrance, with manoeuvring area to allow the truck to turn around and exit via the same access point.

Larger vehicles, i.e. 19m articulated vehicles (AVs), will be accommodated via an on-street Works Zone located along Faithfull Street, proposed to be located immediately north and south of the temporary crossover. Details are provided in Section 3.5. An on-site tower crane and/or forklifts are proposed for the transfer of construction material between the vehicles in the Works Zone and the site.

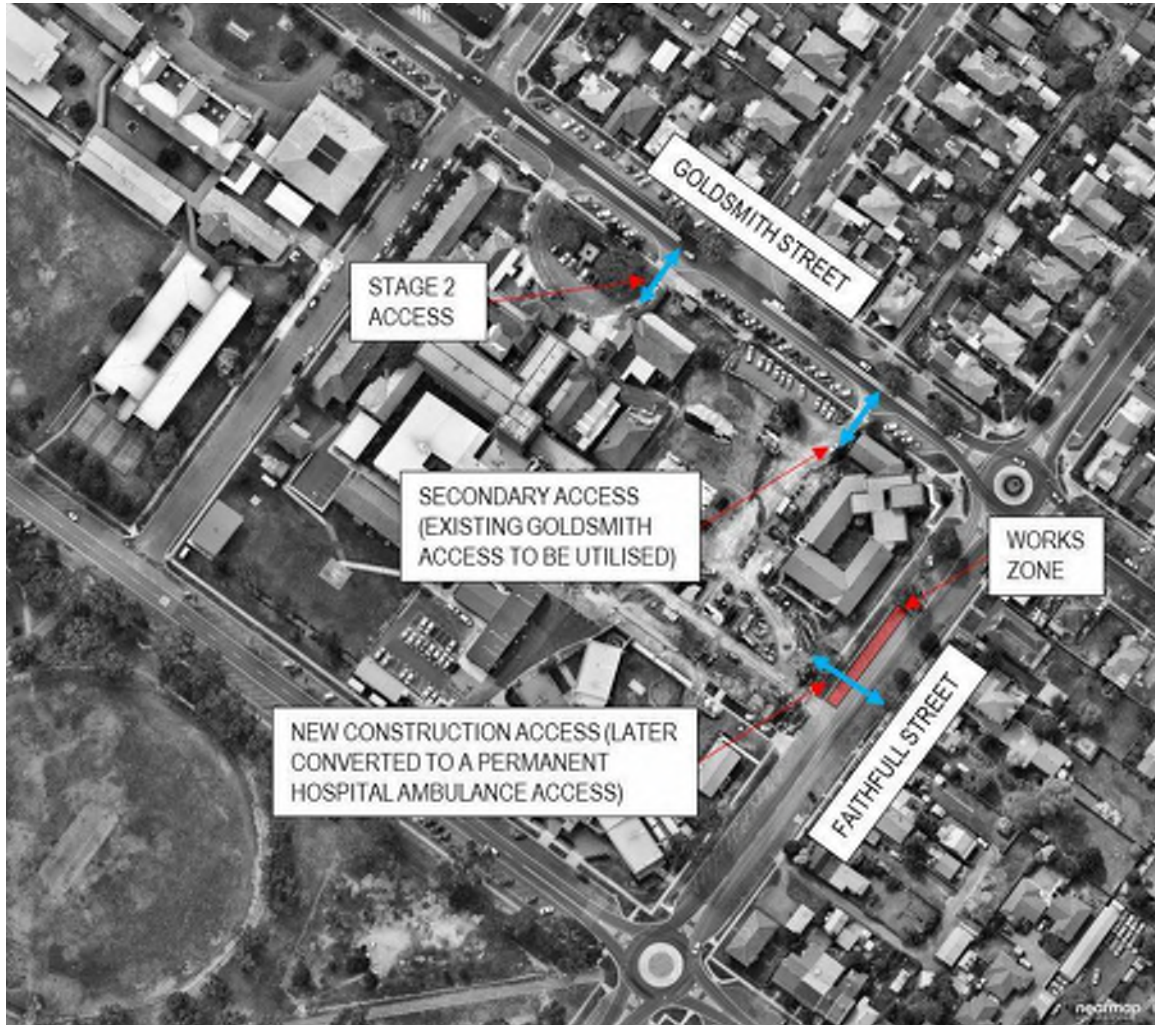
Post-completion of the Acute Services Building, there will be further demolition works and completion works proposed to be carried out within the existing Goldsmith Street entrance (refer to Figure 3.1, stage 2 access). Accordingly, access will be required through the Goldsmith Street entrance into the new car park to complete pavement works and other civil works. This will be conducted on an as-required basis and to be coordinated with the Local Health District (LHD). The largest vehicles anticipated to access this site access are 8.8m medium rigid vehicles (MRV). At this stage, the new

OVERVIEW OF CONSTRUCTION ACTIVITIES

Acute Services Building will have been constructed and the emergency department (ED) relocated and operational within the new building.

Site access locations are shown in Figure 3.1. Detailed vehicle swept paths illustrating how trucks will access the site are included in Appendix B.

Figure 3.1: Construction site access locations



Base image source: Nearmap

Traffic controllers and marshals will be positioned at site accesses to manage pedestrian movements when construction vehicles are entering/ exiting the site access along Faithfull Street and Goldsmith Street, respectively.

Queuing or marshalling of construction vehicles will not be permitted on the road network, with call-up procedures to be put in place to manage arrivals.

3.5. On-Street Works Zone

It is proposed to provide an on-street Works Zone along Faithfull Street, as shown in Figure 3.1.

The Works Zone location is proposed to cover a length of approximately 35 metres (split into two sections, 14 metres and 21 metres in length respectively on either side of the new construction access point) to accommodate vehicles up to 19 metre articulated vehicles and will allow for loading and unloading activities.

The Works Zone location will require the temporary removal of approximately 5 additional on-street car parking spaces north of the existing construction access crossover on Faithfull Street when compared with the approved permanent

arrangements (noting that 4 spaces are removed for the construction of the new crossover which forms part of the main works). The work zone is proposed to be in operation 24 hours a day, 7 days a week.

It is understood that approval was provided by Goulburn Mulwaree Council on 3 February 2020 for this Works Zone on Faithfull Street.

3.6. Construction Vehicle Volumes

The site will have various types of construction vehicles accessing the site. The largest construction vehicles will include 19m articulated vehicles (AV), with the majority of vehicles comprised of 12.5m heavy rigid vehicles (HRV).

Peak construction vehicle activity in terms of truck movement is expected during the Structure stage of works and will result in up to 80 concrete trucks (160 two-way movements) in and out of the site per day.

The anticipated number of trucks in each stage of works is summarised as follows:

Enabling works: 2-5 truck movements/ day (18.1m truck-and-dogs)

Structure: up to 80 concrete trucks/ day
5-10 truck movements/ day (combination of 12.5m HRVs and 19m AVs)

Envelope/façade: 10-20 truck movements/ day (combination of 12.5m HRVs and 19m AVs)

Internal fit-out: 10-20 truck movements/ day (combination of 12.5m HRVs and 19m AVs)

For the temporary car park construction works, up to 22 truck-and-dog vehicles are expected per day (during peak activity), with an average of eight such vehicles per day.

3.7. Construction Vehicle Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Goulburn and the wider area. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. As such, dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/ from the arterial road network whilst minimising the impact of construction traffic on local streets.

The construction vehicle routes are detailed below and shown in Figure 3.2, Figure 3.3, and Figure 3.4. Routes to the Faithfull Street access can accommodate vehicles up to 19m articulated vehicles (AV). Routes to the Goldsmith Street secondary access and the temporary car park can accommodate up to 18.1 metre truck-and-dog vehicles. No queuing or marshalling of construction vehicles will be permitted on public roads.

3.7.1. Faithfull Street access

Approach Routes

- North: Hume Highway, Sydney Road, Union Street, Reynolds Street, Grafton Street, Sloane Street, Clifford Street, Faithfull Street
- South: Hume Highway, Hume Street, Cowper Street, Clinton Street, Faithfull Street

Departure Routes

- North: Faithfull Street, Goldsmith Street, Sloane Street, Grafton Street, Reynolds Street, Union Street, Sydney Road, Hume Highway
- South: Faithfull Street, Clinton Street, Cowper Street, Hume Street, Hume Highway

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3.7.2. Goldsmith Street access

Approach Routes

- North: Hume Highway, Sydney Road, Union Street, Reynolds Street, Grafton Street, Sloane Street, Goldsmith Street
- South: Hume Highway, Hume Street, Cowper Street, Clinton Street, Faithfull Street, Goldsmith Street

Departure Routes

- North: Goldsmith Street, Goldsmith Street/ Deccan Street/ Fitzroy Street/ Mount Street roundabout, Goldsmith Street, Sloane Street, Grafton Street, Reynolds Street, Union Street, Sydney Road, Hume Highway
- South: Goldsmith Street, Goldsmith Street/ Deccan Street/ Fitzroy Street/ Mount Street roundabout, Goldsmith Street, Faithfull Street, Clinton Street, Cowper Street, Hume Street, Hume Highway

3.7.3. Access to temporary car park

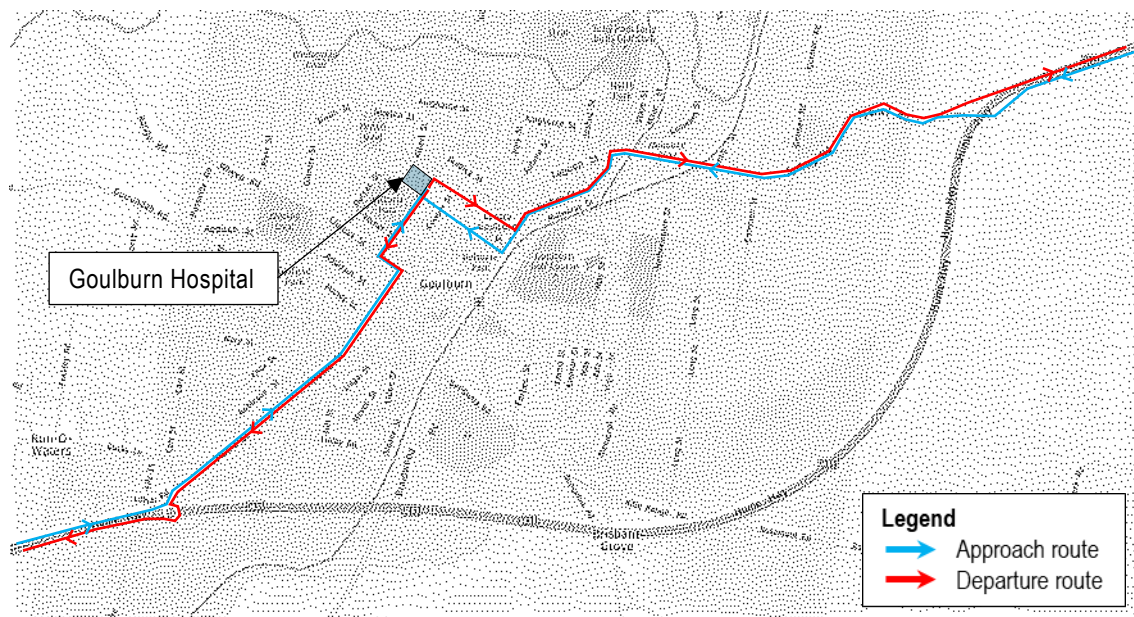
Approach Routes

- North: Hume Highway, Sydney Road, Union Street, Reynolds Street, Grafton Street, Sloane Street, Goldsmith Street, Mount Street
- South: Hume Highway, Hume Street, Cowper Street, Clinton Street, Faithfull Street, Goldsmith Street, Mount Street

Departure Routes

- North: Mount Street, Goldsmith Street, Sloane Street, Grafton Street, Reynolds Street, Union Street, Sydney Road, Hume Highway
- South: Mount Street, Goldsmith Street, Faithfull Street, Clinton Street, Cowper Street, Hume Street, Hume Highway

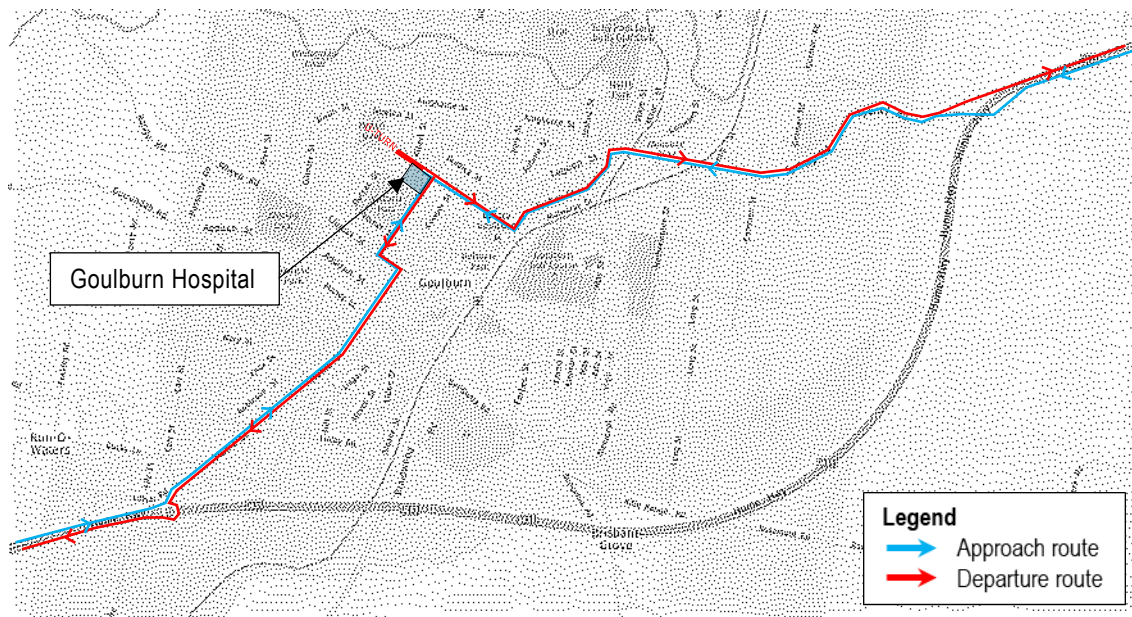
Figure 3.2: Construction vehicle approach and departure routes (Faithfull Street access)



Base image source: HERE maps 2019

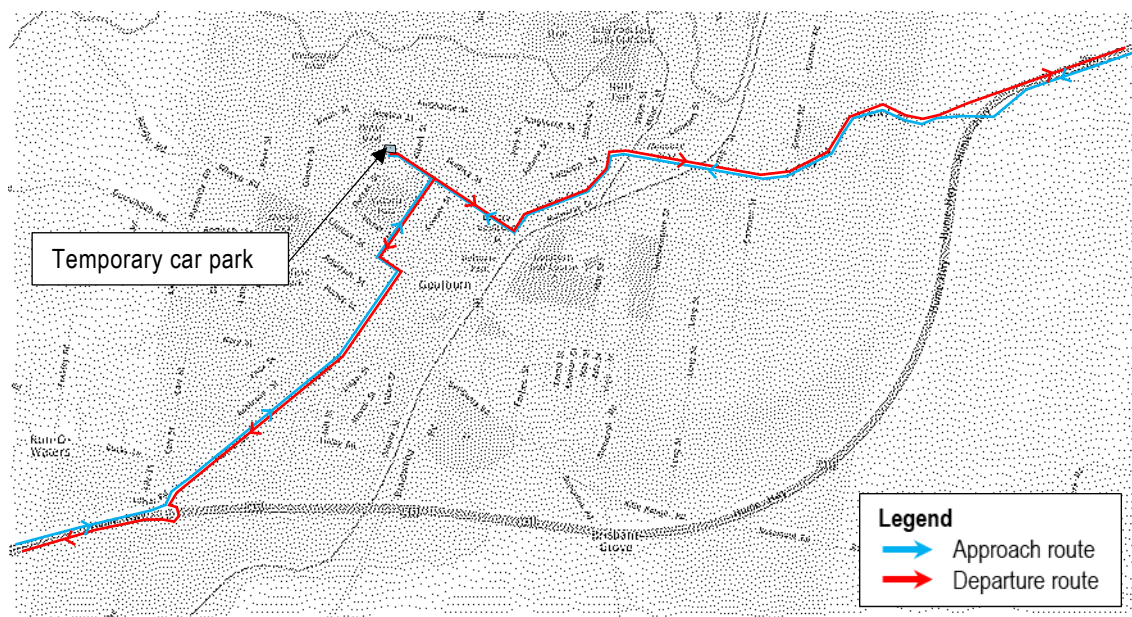
OVERVIEW OF CONSTRUCTION ACTIVITIES

Figure 3.3: Construction vehicle approach and departure routes (Goldsmith Street access)



Base image source: HERE maps 2019

Figure 3.4: Construction vehicle approach and departure routes (temporary car park)



Base image source: HERE maps 2019

4. CONSTRUCTION TRAFFIC MANAGEMENT

04

4.1. Traffic Control Plan

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual (Roads and Maritime, 2018). The control of traffic at work sites must be undertaken with reference to WorkCover requirements and any other Workplace Health and Safety manuals.

TCPs will be reviewed regularly to ensure that the current site conditions and the relevant works stage are considered.

The proposed traffic control plan, provided in Appendix A, includes the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Pedestrians and all passing vehicles will maintain priority.
- Clear definition of the work site boundary to be provided by erection of A Class hoardings and temporary fencing around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

4.2. Pedestrian Management

On Faithfull Street, site personnel will be used to manage pedestrian movement along the western side of Faithfull Street whilst unloading/ loading is being undertaken from the Works Zone. RMS accredited traffic controllers will be available on Faithfull Street as required to manage vehicle movements into and out of driveways, as well as safe pedestrian access. This maintains pedestrian access along Faithfull Street without the need for diversion. The arrangement for the pedestrian management is outlined in Appendix A.

Other pedestrian movements will be maintained through the provision of Class A hoarding as required and temporary fencing along the perimeter of the site.

4.3. Public Transport

The construction activities are not expected to impact existing public transport services near the site taking into consideration the site location, existing bus routes within the vicinity of the site and proposed truck access and egress routes.

4.4. Emergency Vehicle Access

Access to the subject site and adjacent buildings by emergency vehicles would not be affected by the works as road and footpath frontages would be unaffected. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

Liaison would be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact will be made available for 'out-of-hours' emergencies and access.

4.5. Existing and Future Developments

There are no known construction activities near the site during the proposed works.

4.6. Traffic Movements in Adjoining Council Areas

No adverse impacts are expected from the movement of heavy vehicles through adjacent council areas.

4.7. Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by Hansen Yuncken. A daily inspection before the start of the construction activity should take place by the traffic management supervisor and Site Manager to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts would be recorded and dealt with if they arise.

4.8. Site Induction

All staff employed on the site by Hansen Yuncken (including sub-contractors) will be required to undergo a site induction.

The induction will include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

As per the requirements outlined in the Roads and Maritime Services Traffic Control at Works Sites Manual, it is the obligation of the Site Manager to ensure records are adequately kept and maintained, and relevant authorities notified to seek guidance/ advice where required.

All staff employed on the site by Hansen Yuncken (including sub-contractors) would be required to undergo a site induction.

The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

4.9. Driver Code of Conduct

Hansen Yuncken will include the following in all subcontract procurement packages:

- a copy of the approved truck routes as detailed in Figure 3.2 and Figure 3.3.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

Hansen Yuncken will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. Hansen Yuncken will be responsible for managing for all the site gate access to ensure there is no access to or from the site before or after approved construction hours. Within the site, a speed limit of 10km/h will apply and will be signed by Hansen Yuncken. Vehicles entering, exiting and driving around the site will be required to give way to pedestrians.

Vehicles are not to queue on the road network and must enter and exit the site in a forward direction. All deliveries will be pre-booked and are to check in at the site office on arrival.

To minimise road traffic noise, the following instructions should be adopted in the driver code of conduct:

- truck drivers to minimise the use of engine braking, particularly in built-up areas
- drivers to ensure exhaust systems meet the relevant noise standards and are in good condition
- drivers to minimise idling in built-up areas when not required
- drivers to minimise hard acceleration and braking when not required.

4.10. Public Notification

Public notification actions to be undertaken by Hansen Yuncken are detailed in Table 4.1.

Table 4.1: Public Notification Actions

Public	Action
Goulburn High School Wollondilly Public School The Crescent School	Hansen Yuncken to establish agreement with the Schools on the level of notification required and the information to distribute to the Schools and the School Community.
Nearby Residents	Hansen Yuncken to letter drop to all residents along Goldsmith Street, between Albert Street and Faithfull Street, and Faithfull Street, between Goldsmith Street and Clifford Street prior to the commencement of works regarding any potential disruption to routes.

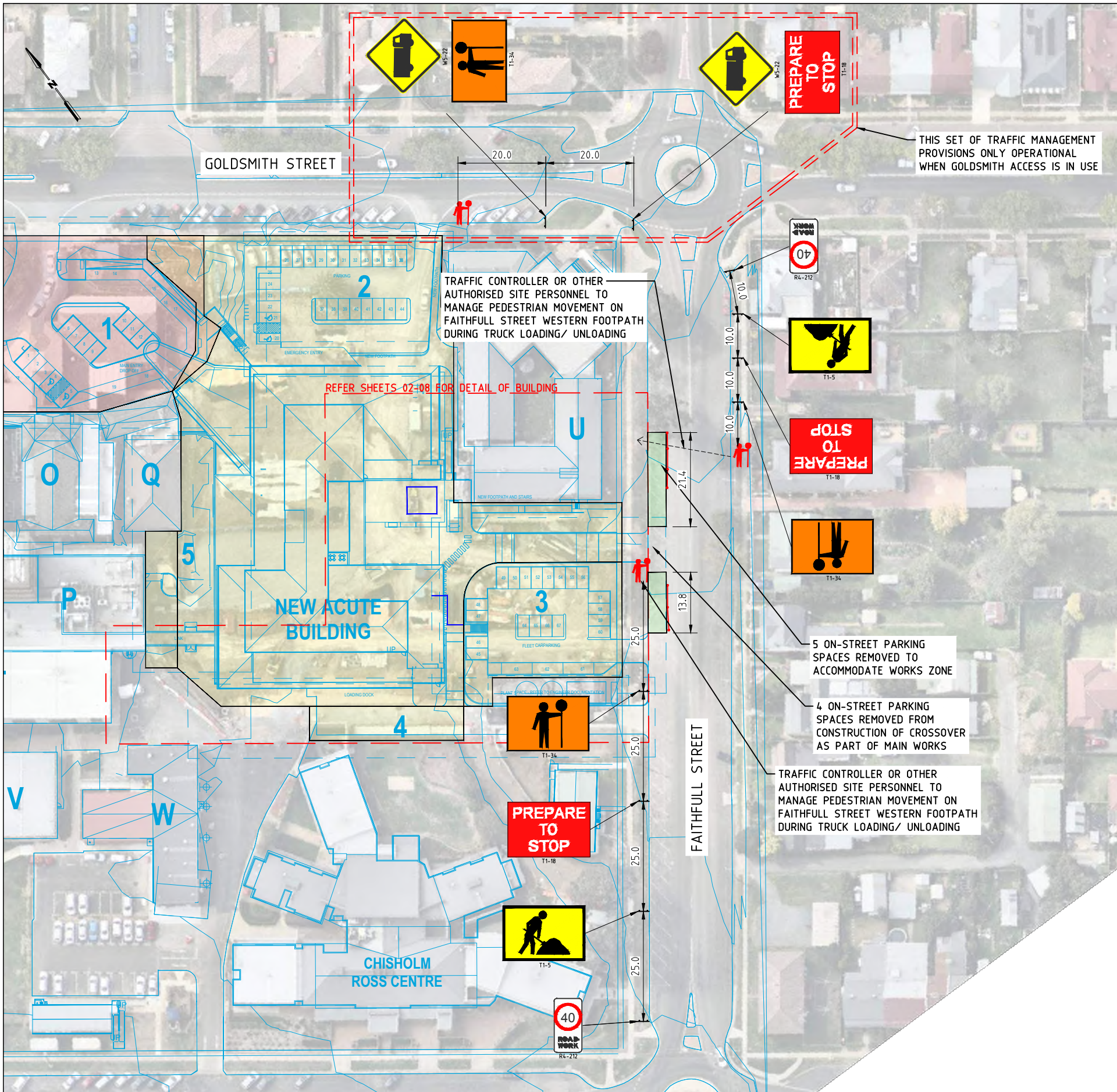
4.11. Council and Public Authority Assets

It is recommended a dilapidation report be prepared by a suitably qualified and accredited firm to clearly document the current state of public assets around the site including Faithfull Street, Goldsmith Street, and Clifford Street. Should any damage be caused to Council assets as a result of construction works relating to the approved development, the relevant contractor is responsible for the cost of repair for any damage caused.

A. TRAFFIC CONTROL PLAN



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LEGEND

	STAGE 1 WORKSITE		CONES
	STAGE 2 WORKSITE		TRAFFIC CONTROLLER
	WORKS ZONE		BARRIER BAR
	SIGN		
	SAFETY BARRIERS		

CERTIFICATION

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CERTIFICATE NO: 0051848825
PREPARE A WORK ZONE TMP CARD
DORA CHOI



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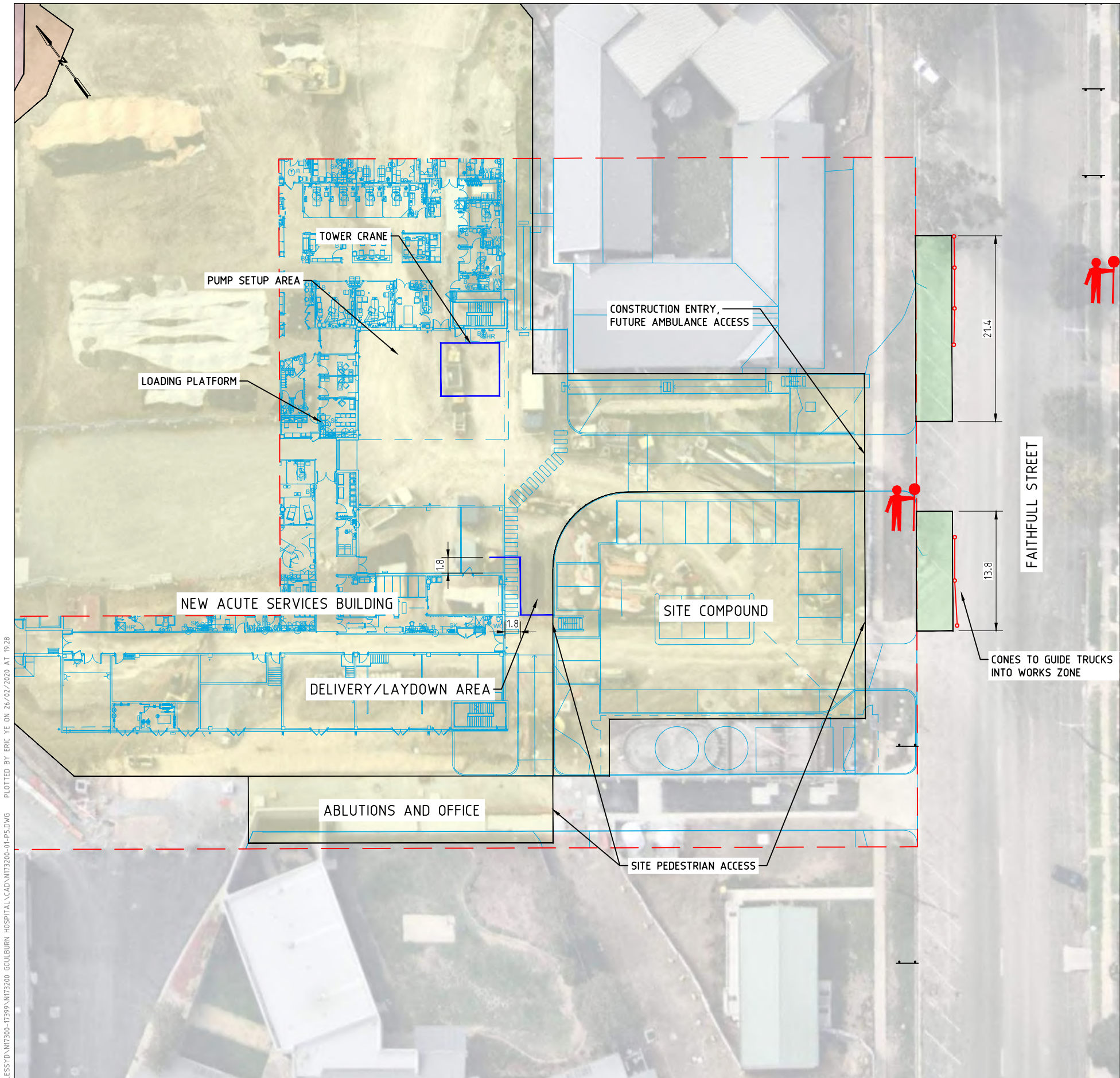


CLIENT **HANSEN YUNCKEN**

**GOULBURN HOSPITAL
MAIN WORKS
TRAFFIC CONTROL PLAN**

OVERALL LAYOUT

MAP REF.	DRAWING NO. N173200-01-01	SHEET 01 OF 13	ISSUE P5
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LEGEND

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	STAGE 2 WORKSITE		TRAFFIC CONTROLLER
	WORKS ZONE		BARRIER BAR
	SIGN		
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DORA CHOI

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CLIENT **HANSEN YUNCKEN**

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MAIN WORKS
TRAFFIC CONTROL PLAN**

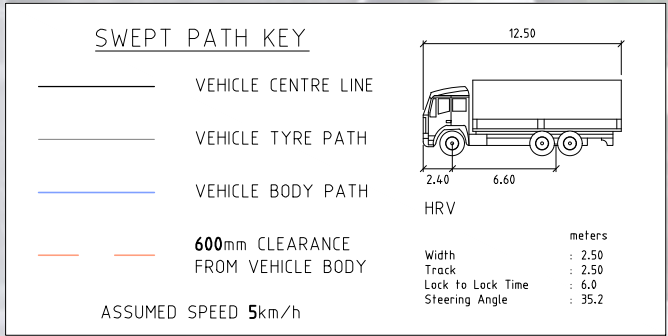
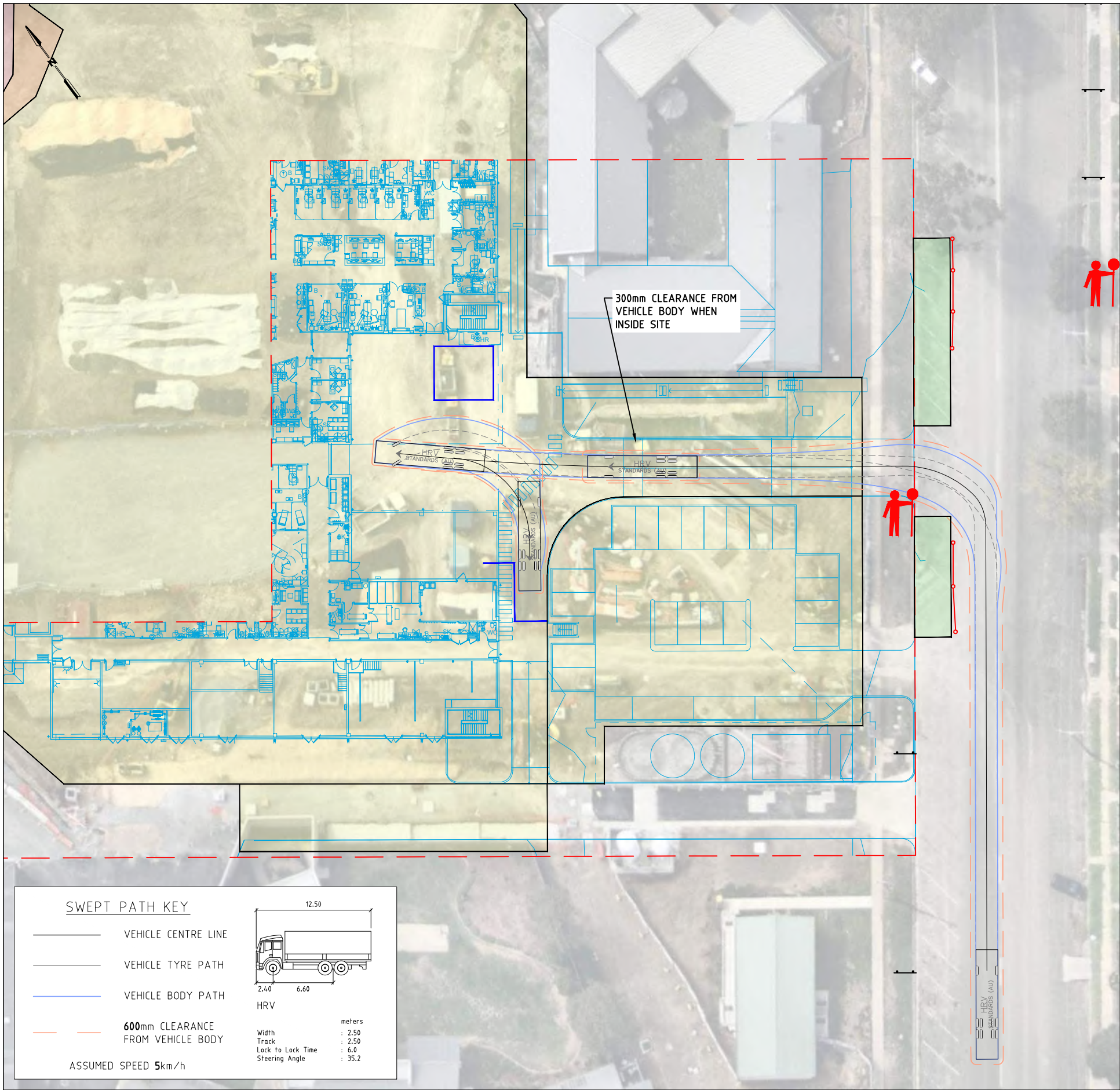
LAYOUT - STAGE 1 WORKSITE

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LEGEND

- | | | | |
|--|------------------|--|--------------------|
| | STAGE 1 WORKSITE | | CONES |
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| | WORKS ZONE | | BARRIER BAR |
| | SIGN | | |
| | SAFETY BARRIERS | | |

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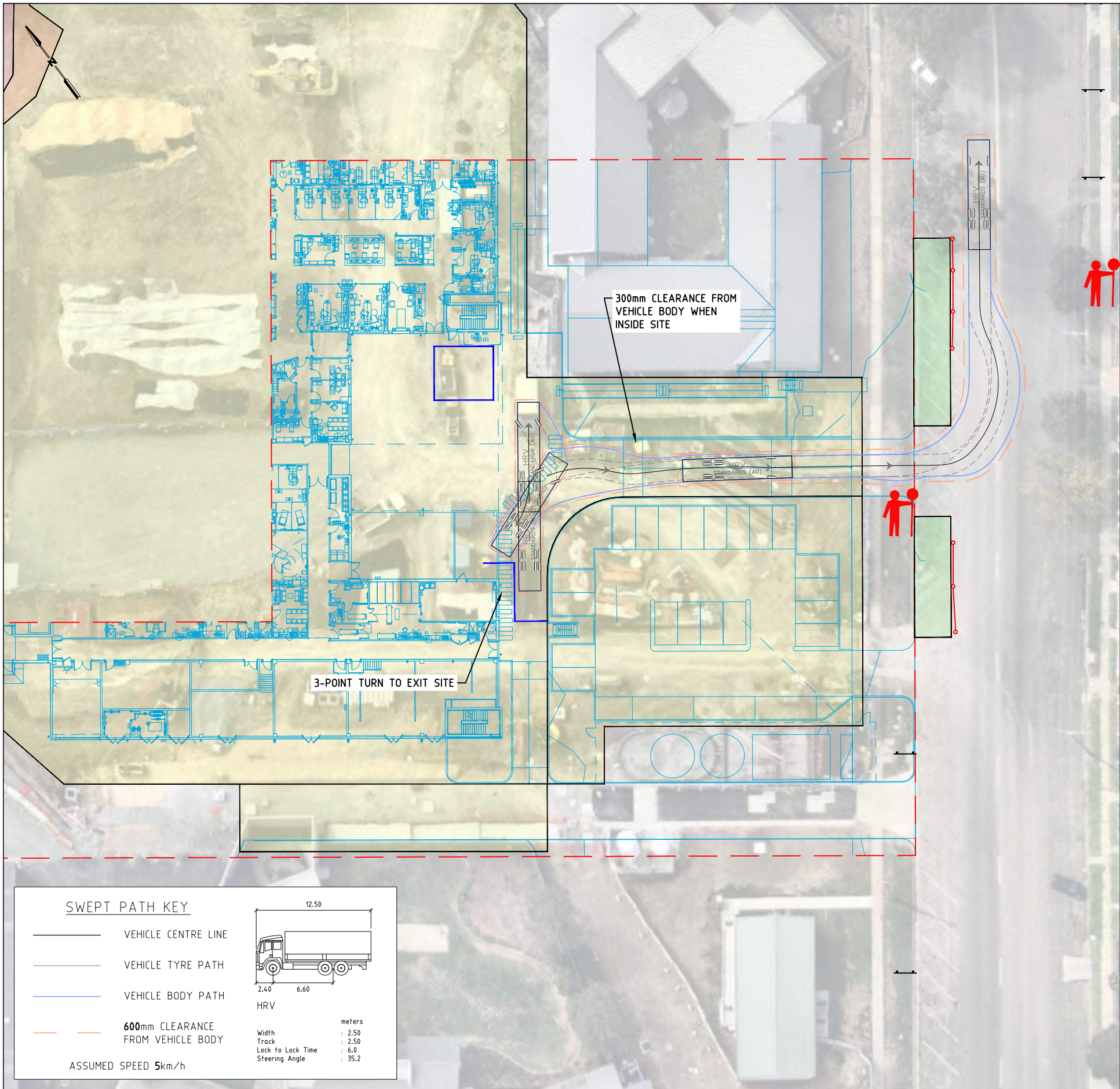
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TRAFFIC CONTROL PLAN**

SWEPT PATH ASSESSMENT - 12.5m HRV

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APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
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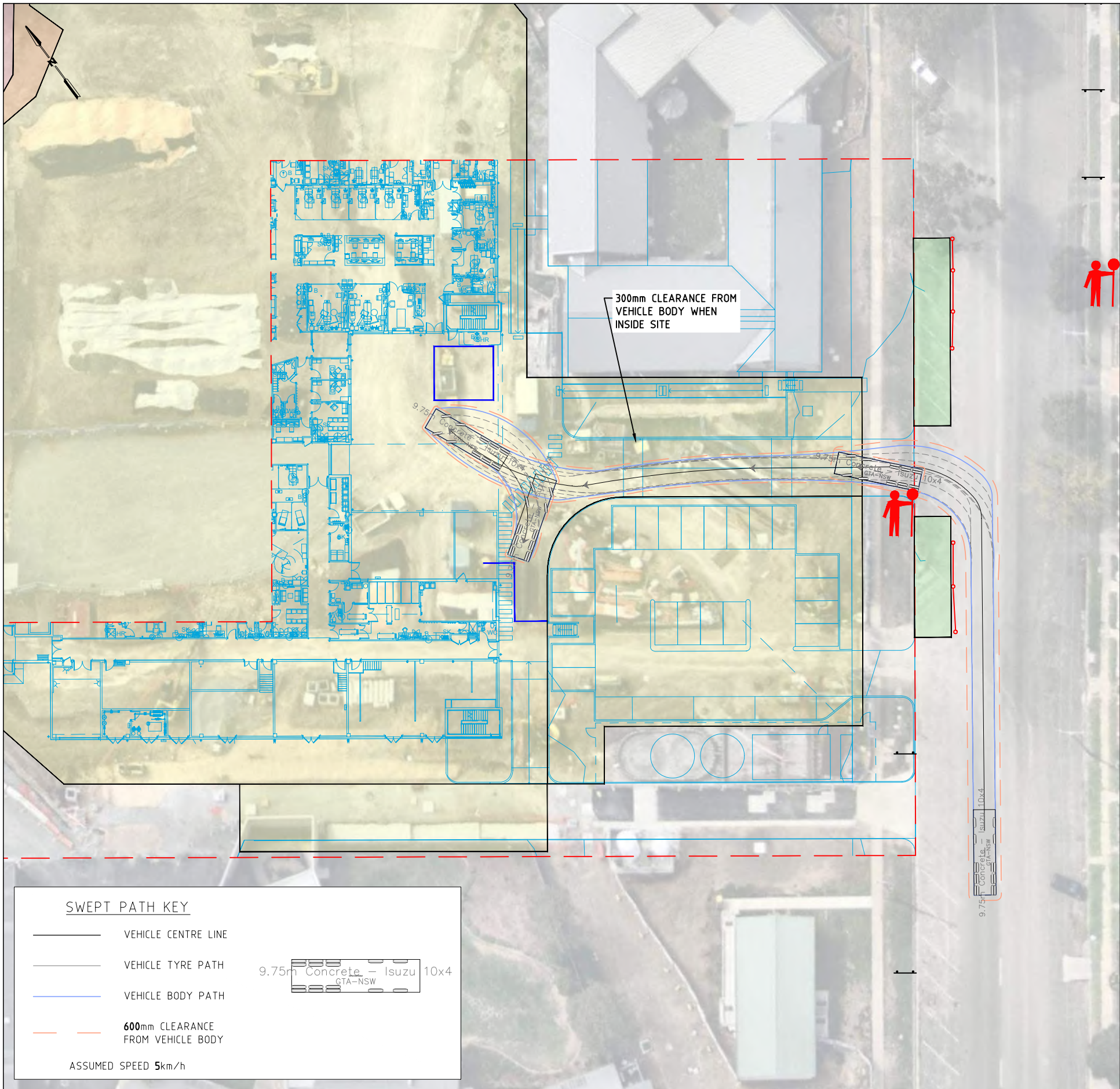
CLIENT **HANSEN YUNCKEN**

**GOULBURN HOSPITAL
MAIN WORKS
TRAFFIC CONTROL PLAN**

SWEPT PATH ASSESSMENT - 12.5m HRV

MAP REF. DRAWING NO. SHEET ISSUE
N173200-01-05 05 OF 13 P5

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NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
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6. THIS TRAFFIC CONTROL PLAN MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE RMS TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
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LEGEND

- | | | | |
|--|------------------|--|--------------------|
| | STAGE 1 WORKSITE | | CONES |
| | STAGE 2 WORKSITE | | TRAFFIC CONTROLLER |
| | WORKS ZONE | | BARRIER BAR |
| | SIGN | | |
| | SAFETY BARRIERS | | |

CERTIFICATION

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AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: 0051848825
PREPARE A WORK ZONE TMP CARD
DORA CHOI

SWEPT PATH KEY			
	VEHICLE CENTRE LINE		
	VEHICLE TYRE PATH		
	VEHICLE BODY PATH		
	600mm CLEARANCE FROM VEHICLE BODY		
ASSUMED SPEED 5km/h			

AMENDMENTS			
ISSUE	DATE	DESCRIPTION	
P5	26.02.2020	ISSUE FOR REVISED CTMP	E.Y. D.C. B.M.
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DESIGNED E.YE	DESIGN CHECK D.CHOI
DRAWN E.YE	DRAFTING CHECK D.CHOI
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
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CLIENT HANSEN YUNCKEN

GOULBURN HOSPITAL
MAIN WORKS
TRAFFIC CONTROL PLAN

SWEPT PATH - 9.75m CONCRETE TRUCK

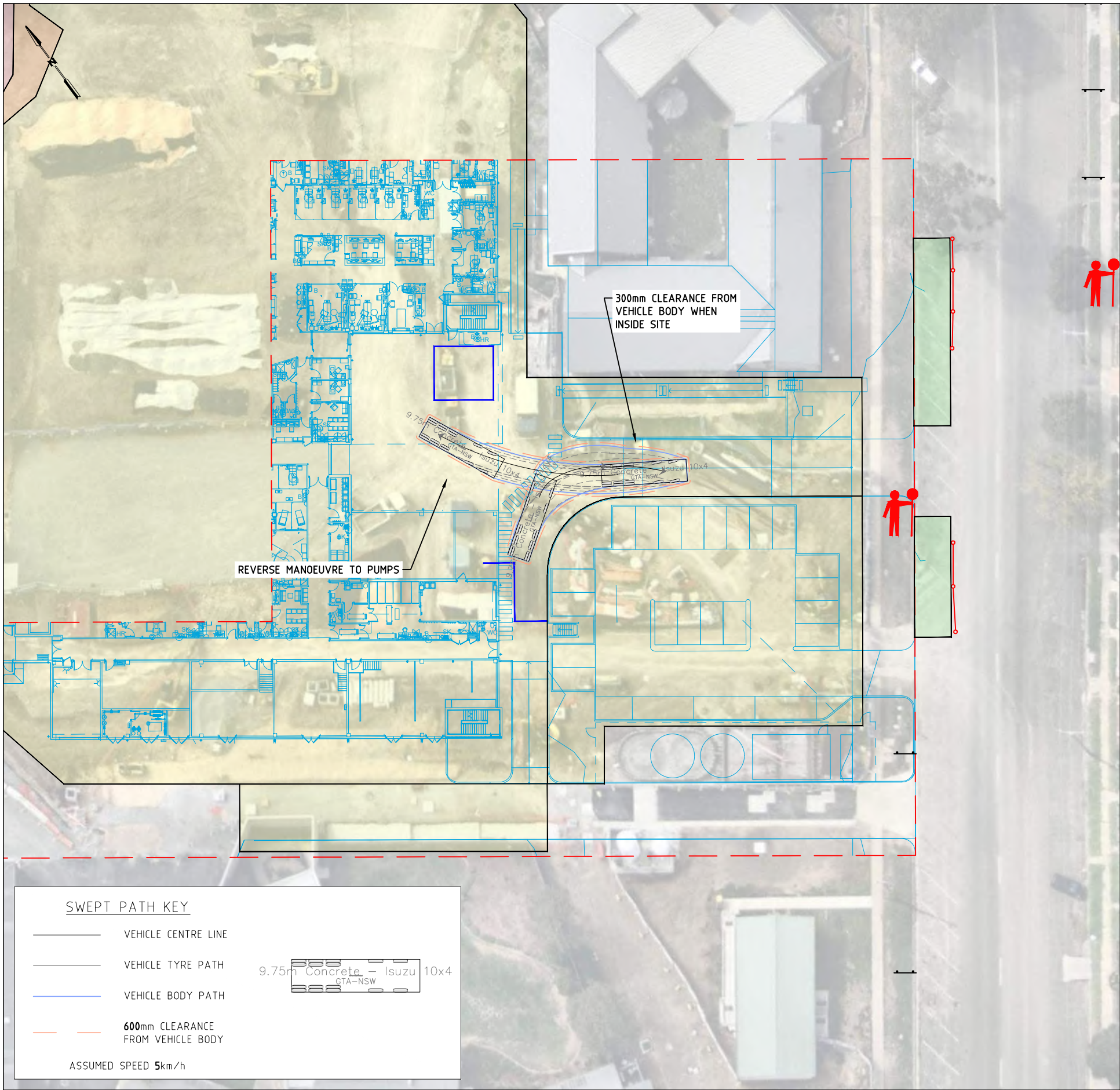
MAP REF.	DRAWING NO.	SHEET	ISSUE
	N173200-01-06	06 OF 13	P5



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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
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DORA CHOI



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DESIGNED E.YE	DESIGN CHECK D.CHOI
DRAWN E.YE	DRAFTING CHECK D.CHOI
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
SCALE A3 0 2.5 5 10 1:500	CAD FILE NO. N173200-01-P5.DWG

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Sydney 02 8448 1800
Brisbane 07 3113 5000
Adelaide 08 8334 3600
Perth 08 6169 1000

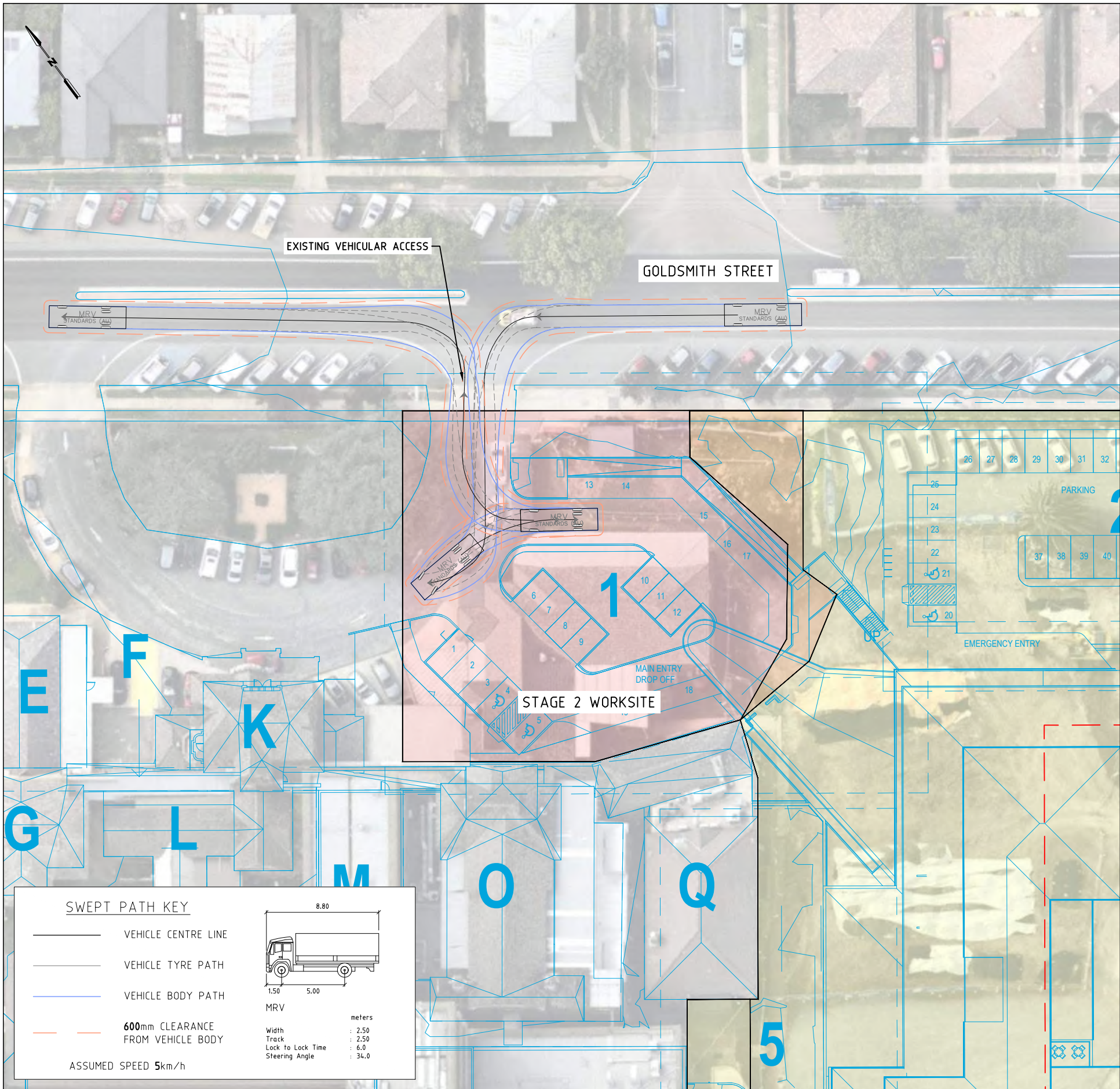
CLIENT **HANSEN YUNCKEN**

**GOULBURN HOSPITAL
MAIN WORKS
TRAFFIC CONTROL PLAN**

SWEPT PATH - 9.75m CONCRETE TRUCK

MAP REF. DRAWING NO. SHEET ISSUE
N173200-01-07 07 OF 13 P5


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LEGEND

-  STAGE 1 WORKSITE
-  STAGE 2 WORKSITE

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DRAWN	E.YE	DRAFTING CHECK	D.CHOI
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Brisbane 07 3113 5000
Adelaide 08 8334 3600
Perth 08 6169 1000



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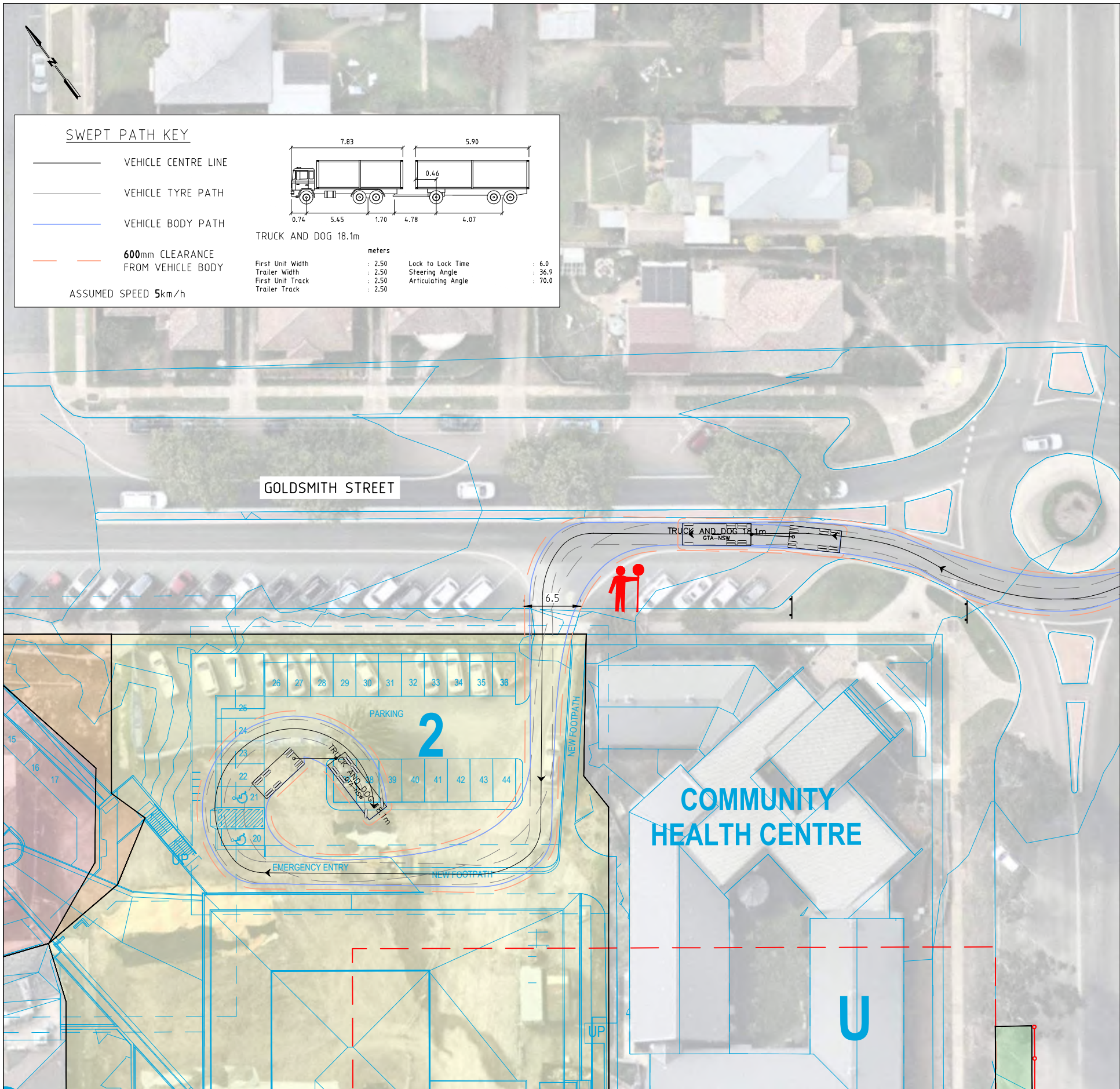
CLIENT HANSEN YUNCKEN

GOLBURN HOSPITAL
MAIN WORKS
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LAYOUT - STAGE 2 WORKSITE

MAP REF.	DRAWING NO.	SHEET	ISSUE
	N173200-01-09	09 OF 13	P5

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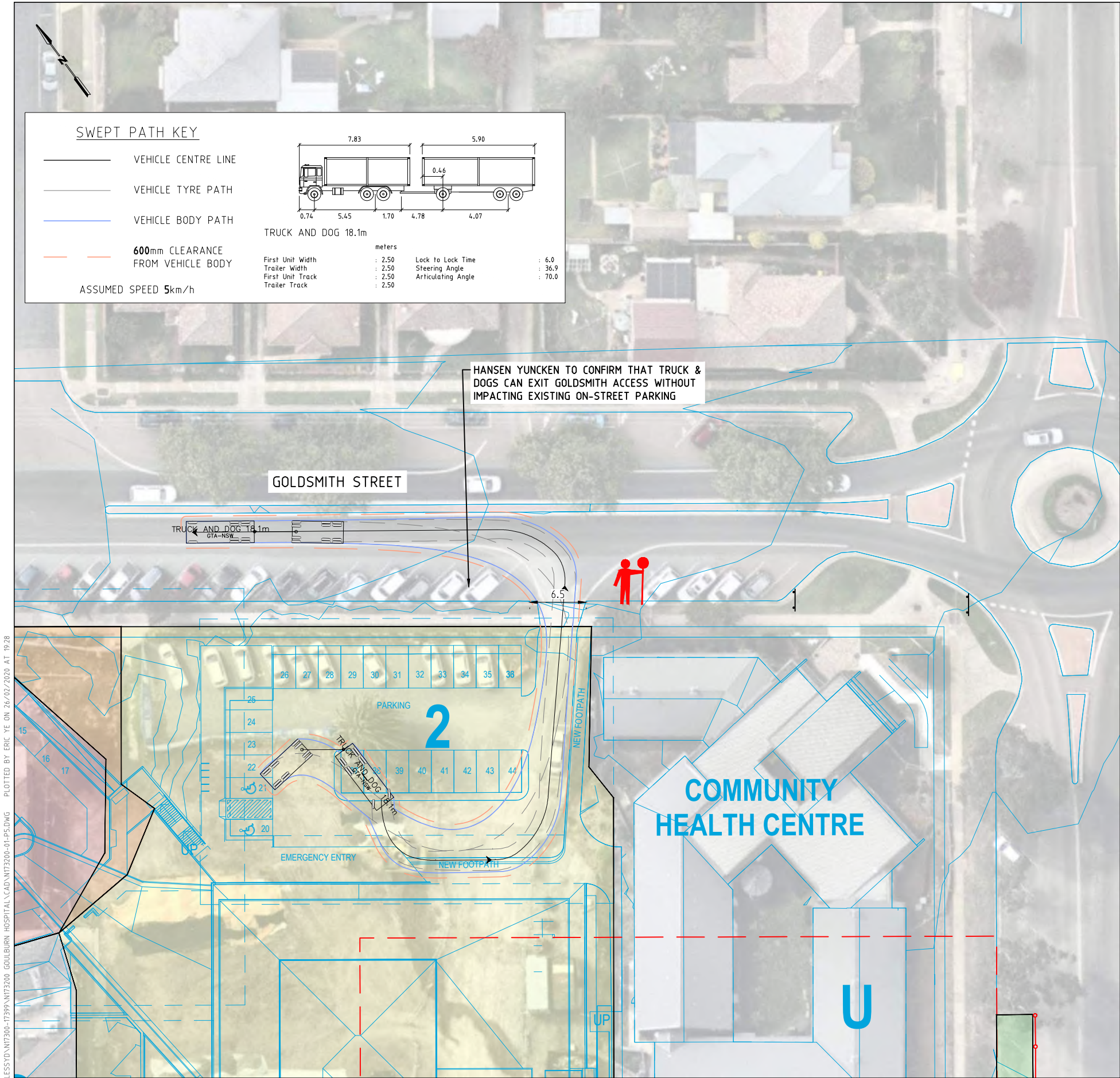
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CLIENT **HANSEN YUNCKEN**

**GOULBURN HOSPITAL
MAIN WORKS
TRAFFIC CONTROL PLAN
GOLDSMITH STREET ACCESS
TRUCK & DOG ENTRY**

MAP REF. DRAWING NO. SHEET ISSUE
N173200-01-10 10 OF 13 P5



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7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
14. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND

- STAGE 1 WORKSITE
- TRAFFIC CONTROLLER

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:

- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN

AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: 0051848825
PREPARE A WORK ZONE TMP CARD
DORA CHOI



WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE
WITHOUT NOTIFICATION

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AMENDMENTS				
ISSUE	DATE	DESCRIPTION	BY	CHK. APP.
P5	26.02.2020	ISSUE FOR REVISED CTMP	E.Y	D.C B.M
P4	22.11.2019	ISSUE FOR REVISED CTMP	E.Y	D.C D.C
P3	18.11.2019	ISSUE FOR REVISED CTMP	E.Y	B.M B.M
P2	-	-	-	-
P1	-	-	-	-

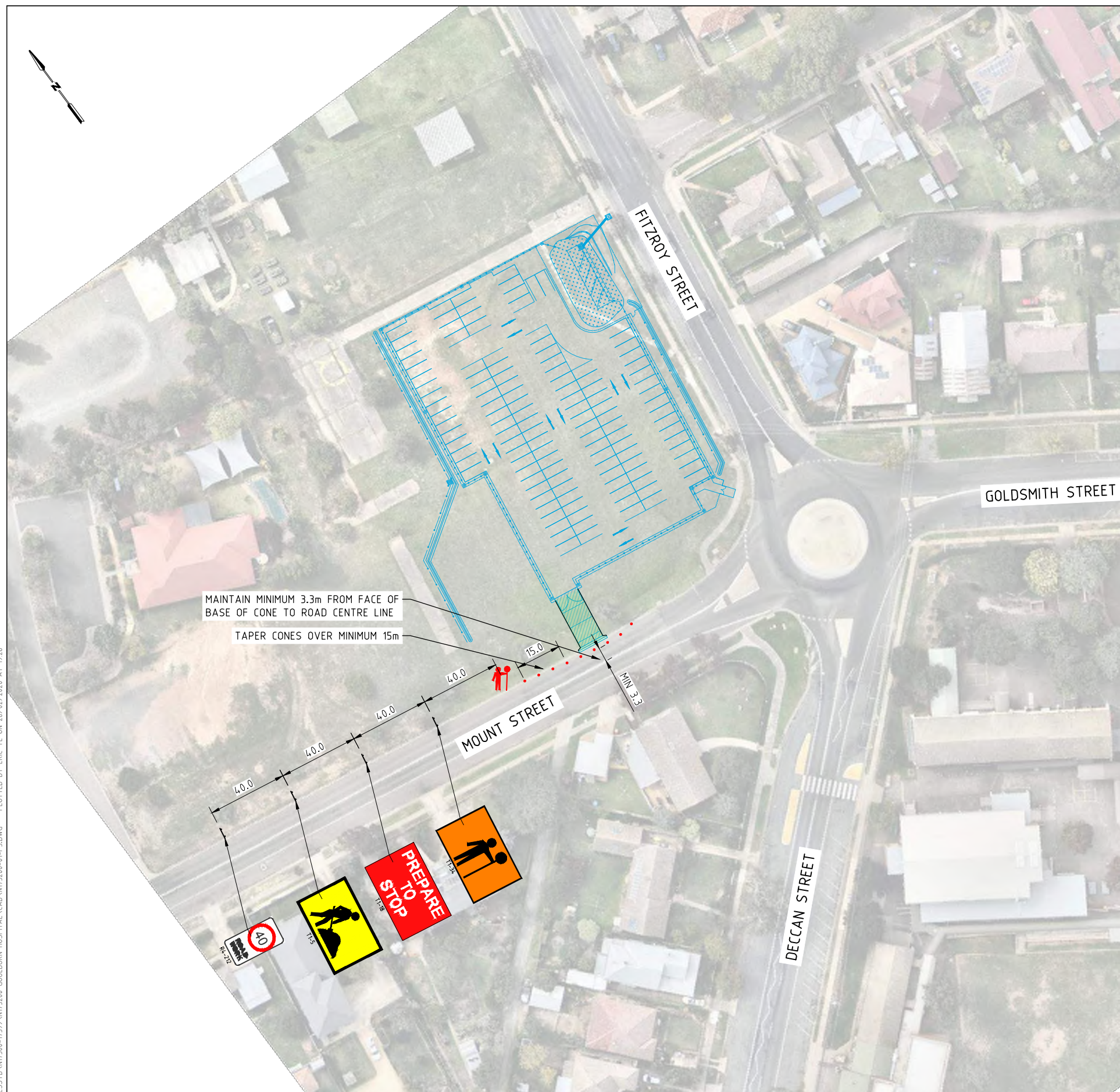
- GENERAL NOTES
1. ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
 2. BASE INFORMATION OBTAINED FROM NEARMAP AERIAL PHOTOGRAPHY DATABASE, DRAWING AR-10-001 REV. E BY STH ARCHITECTS, DATED 12.06.2019, DRAWING AR-10-003 REV. B BY STH ARCHITECTS, DATED 12.06.19
 3. GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE (AERIAL PHOTOGRAPHY) ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
 4. FAITHFULL STREET - SPEED ZONE 50KM/H
GOLDSMITH STREET - SPEED ZONE 50KM/H

DESIGNED	E.YE	DESIGN CHECK	D.CHOI
DRAWN	E.YE	DRAFTING CHECK	D.CHOI
APPROVED BY	B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE	3 JULY '19
SCALE	A3 0 1.25 2.5 5 1:250	CAD FILE NO.	N173200-01-P5.DWG

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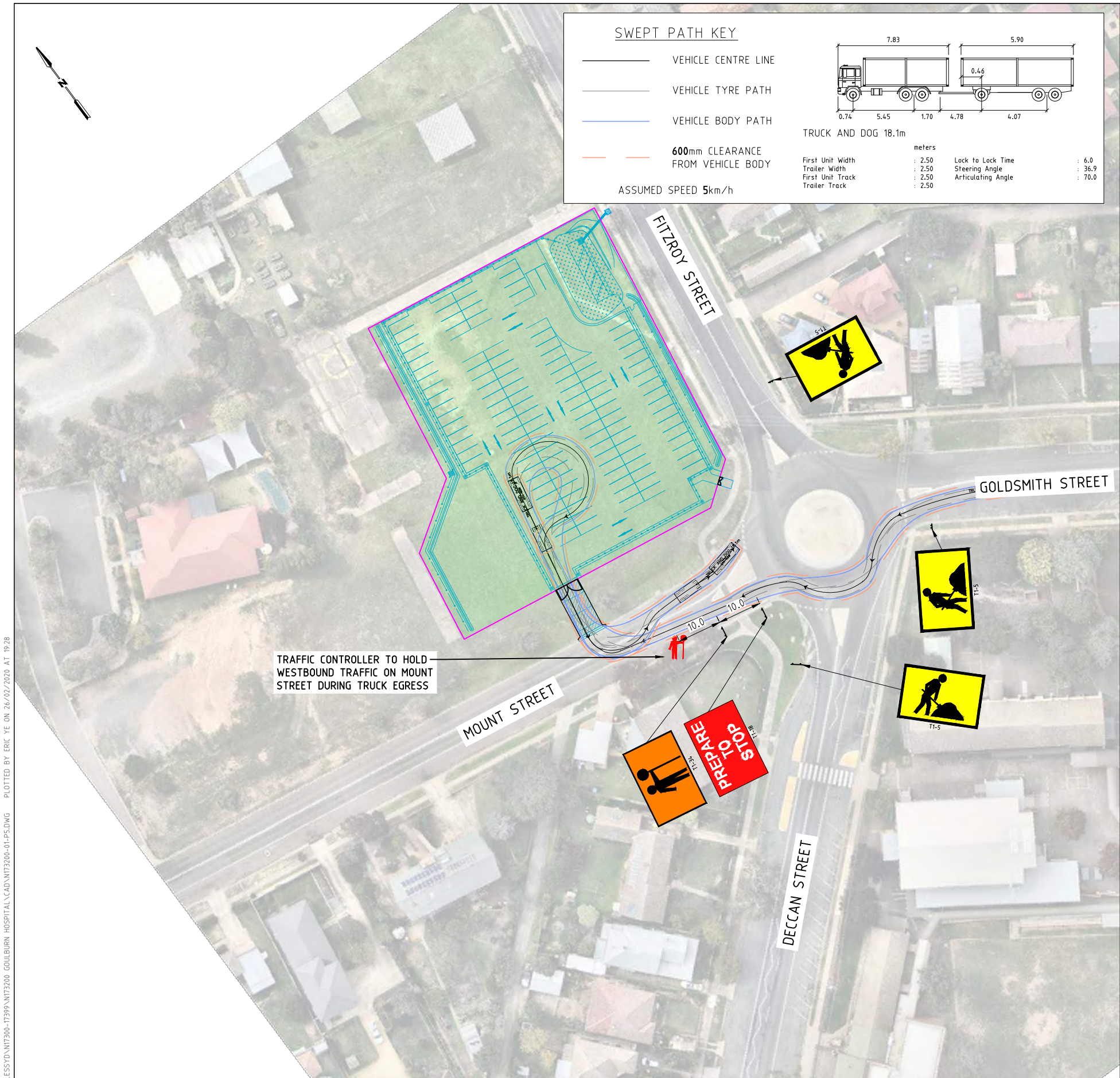
Melbourne 03 9851 9200
Sydney 02 8448 1800
Brisbane 07 3113 5000
Adelaide 08 8334 3600
Perth 08 6169 1000

CLIENT HANSEN YUNCKEN			
GOULBURN HOSPITAL MAIN WORKS TRAFFIC CONTROL PLAN GOLDSMITH STREET ACCESS TRUCK & DOG EXIT			
MAP REF.	DRAWING NO. N173200-01-11	SHEET 11 OF 13	ISSUE P5



MAP REF.	DRAWING NO.	SHEET	ISSUE
	N173200-01-12	12 OF 13	P5

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NOTES

- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
- ALL SIGNS TO BE MINIMUM SIZE A.
- ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
- ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 5 (RMS 2018) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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- IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
- ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
- ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND

- SITE FENCING
- GATE
- WORKS ZONE
- SIGN
- TRAFFIC CONTROLLER

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: 0051848825
PREPARE A WORK ZONE TMP CARD
DORA CHOI



WARNING
BEWARE OF UNDERGROUND SERVICES
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PRELIMINARY PLAN
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AMENDMENTS						
ISSUE	DATE	DESCRIPTION	BY	CHK	APP	
P5	26.02.2020	ISSUE FOR REVISED CTMP	E.Y	D.C	B.M	
P4	-	-	-	-	-	
P3	-	-	-	-	-	
P2	-	-	-	-	-	
P1	-	-	-	-	-	

GENERAL NOTES	
1.	ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
2.	BASE INFORMATION OBTAINED FROM NEARMAP AERIAL PHOTOGRAPHY DATABASE, DRAWING AR-10-001 REV. E BY STH ARCHITECTS, DATED 12.06.2019, DRAWING AR-10-003 REV. B BY STH ARCHITECTS, DATED 12.06.19
3.	GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE (AERIAL PHOTOGRAPHY) ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
4.	GOLDSMITH STREET - SPEED ZONE 50KM/H FITZROY STREET - SPEED ZONE 50KM/H MOUNT STREET - SPEED ZONE 50KM/H DECCAN STREET - SPEED ZONE 50KM/H

DESIGNED E.YE	DESIGN CHECK D.CHOI
DRAWN E.YE	DRAFTING CHECK D.CHOI
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
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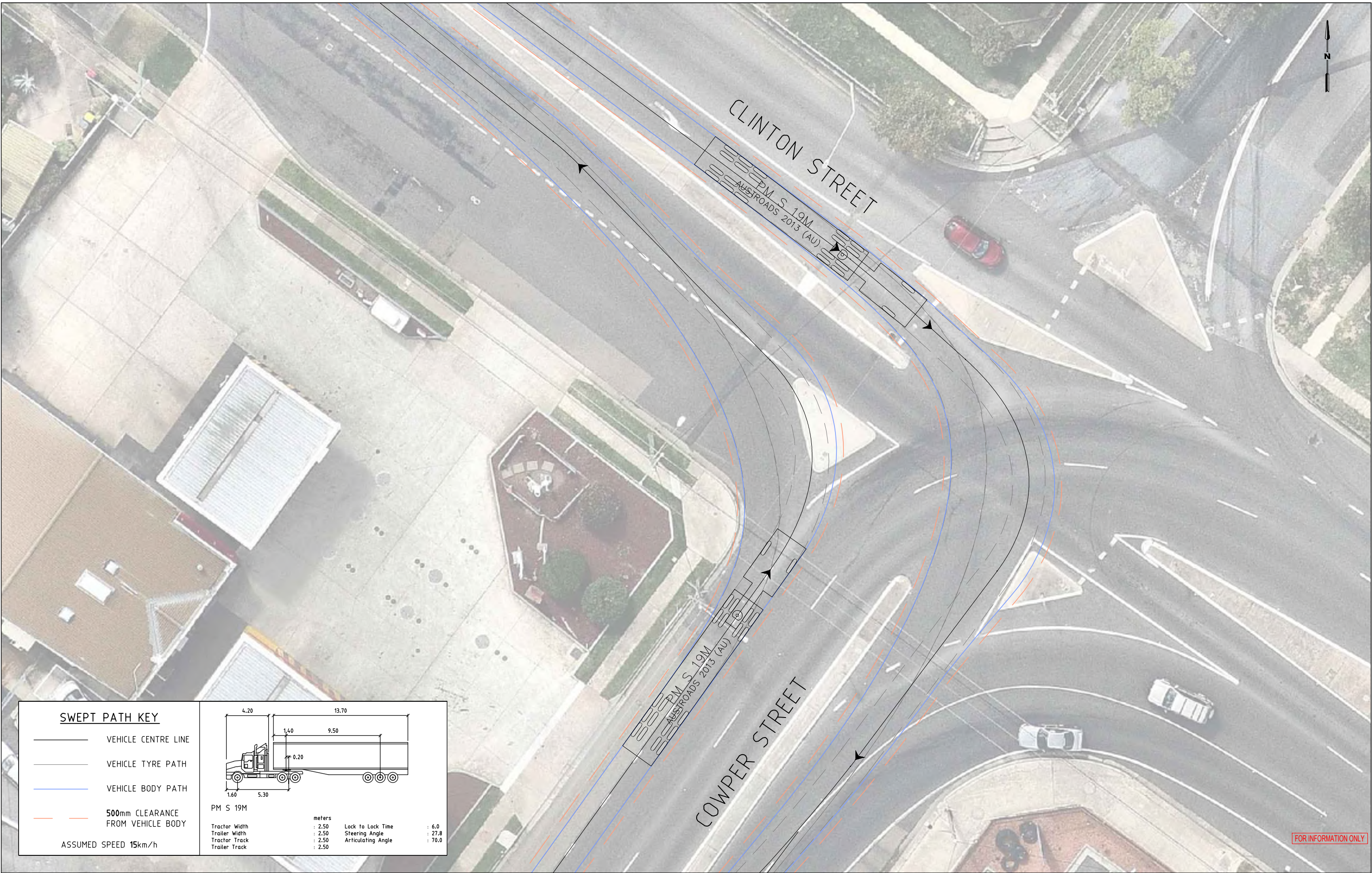
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Brisbane 07 3113 5000
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CLIENT HANSEN YUNCKEN			
GOULBURN HOSPITAL MAIN WORKS TRAFFIC CONTROL PLAN GOLDSMITH STREET ACCESS TRUCK & DOG EXIT			
MAP REF.	DRAWING NO. N173200-01-13	SHEET 13 OF 13	ISSUE P5

B. SWEPT PATH ASSESSMENT

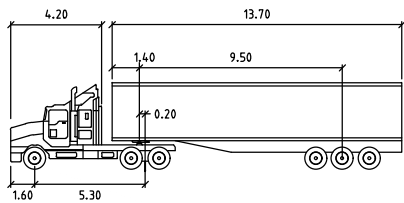
B

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	27.8
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		

AMENDMENTS						
P2	18.11.2019	FOR INFORMATION		E.Y	B.M	B.M
P1	03.07.2019	FOR INFORMATION		E.Y	B.M	B.M
ISSUE	DATE	DESCRIPTION		BY	CHK	APP

GENERAL NOTES

DESIGNED E. YE	DESIGN CHECK B. MAYNARD
DRAWN E. YE	DRAFTING CHECK B. MAYNARD
APPROVED BY B. MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
SCALE A3 0 125 250 500 1250	CAD FILE NO. N173200-02-P2.dwg

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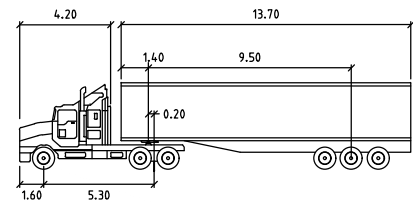
CLIENT	HANSEN YUNCKEN
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT	
MAP REF.	DRAWING NO. N173200-02-01
SHEET 01 OF 10	ISSUE P2

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



PM S 19M		Tractor Width	2.50	Lock to Lock Time	6.0
		Trailer Width	2.50	Steering Angle	27.8
		Tractor Track	2.50	Articulating Angle	70.0
		Trailer Track	2.50		

AMENDMENTS					
P2	18.11.2019	FOR INFORMATION	E.Y	B.M	B.M
P1	03.07.2019	FOR INFORMATION	E.Y	B.M	B.M
ISSUE	DATE	DESCRIPTION	BY	CHK	APP

GENERAL NOTES

DESIGNED E. YE	DESIGN CHECK B. MAYNARD
DRAWN E. YE	DRAFTING CHECK B. MAYNARD
APPROVED BY B. MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
SCALE A3 0 1:25 2:5 5 1:250	CAD FILE NO. N173200-02-P2.dwg

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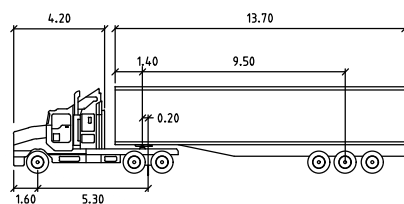
CLIENT HANSEN YUNCKEN			
GOULBURN HOSPITAL MAIN WORKS			
SWEPT PATH ASSESSMENT			
MAP REF.	DRAWING NO. N173200-02-02	SHEET 02 OF 10	ISSUE P2

FOR INFORMATION ONLY



SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



PM S 19M

Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	27.8
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		

AMENDMENTS						
P2	18.11.2019	FOR INFORMATION		E.Y	B.M	B.M
P1	03.07.2019	FOR INFORMATION		E.Y	B.M	B.M
ISSUE	DATE	DESCRIPTION		BY	CHK	APP.

GENERAL NOTES

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DRAWN E. YE	DRAFTING CHECK B. MAYNARD
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CLIENT	HANSEN YUNCKEN
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT	
MAP REF.	DRAWING NO. N173200-02-03
SHEET 03 OF 10	ISSUE P2

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 15km/h

PM S 19M

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

AMENDMENTS						
P2	18.11.2019	FOR INFORMATION		E.Y	B.M	B.M
P1	03.07.2019	FOR INFORMATION		E.Y	B.M	B.M
ISSUE	DATE	DESCRIPTION		BY	CHK	APP.

GENERAL NOTES

DESIGNED E. YE	DESIGN CHECK B.MAYNARD
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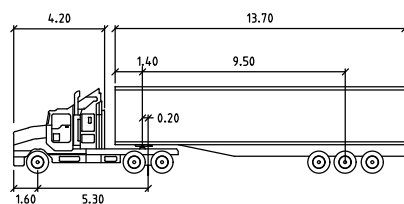
CLIENT	HANSEN YUNCKEN
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT	
MAP REF.	DRAWING NO. N173200-02-05
SHEET 05 OF 10	ISSUE P2



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SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



PM S 19M

Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	27.8
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		

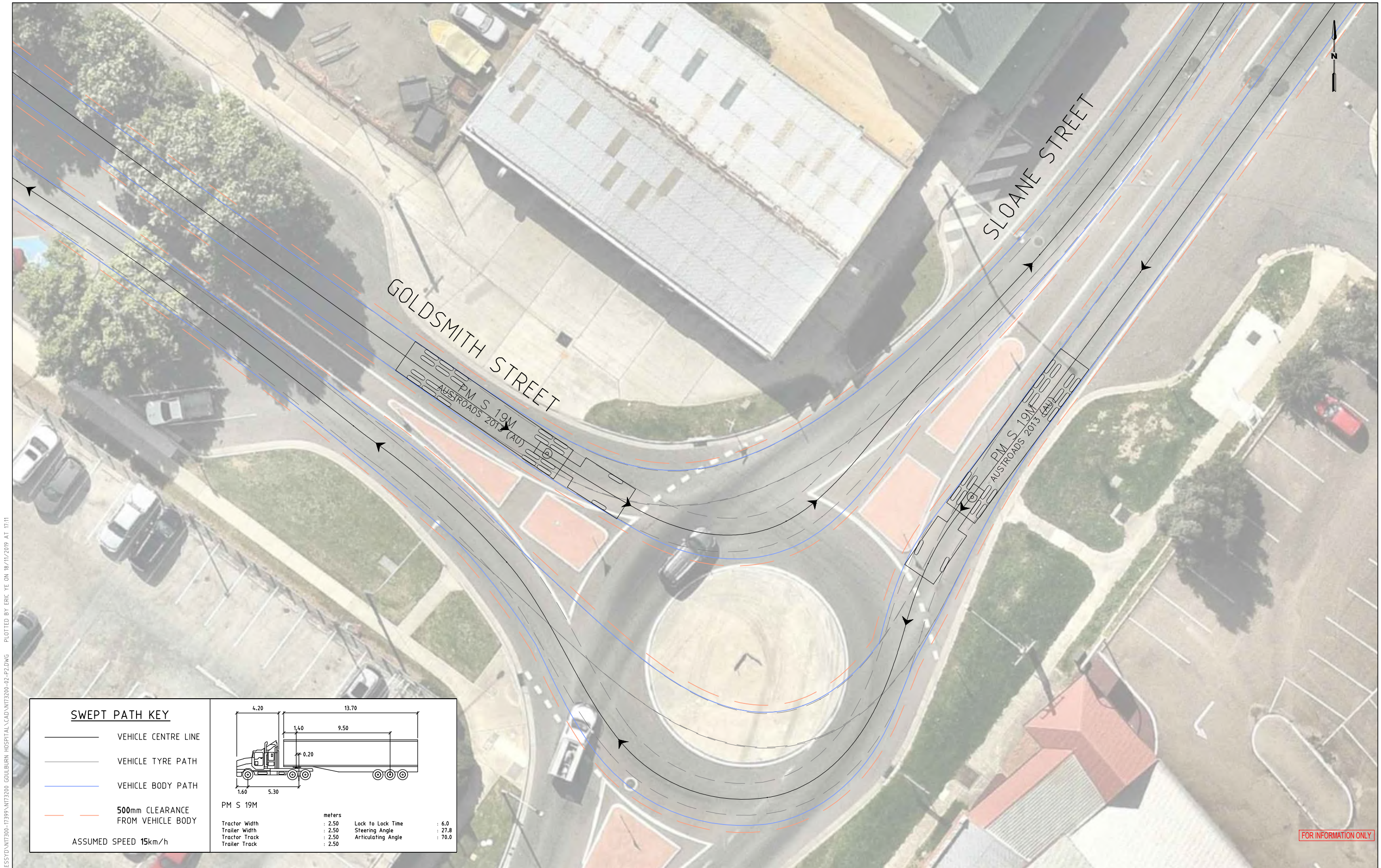
AMENDMENTS						
NO.	DATE	DESCRIPTION	BY	CHK	APP	
P2	18.11.2019	FOR INFORMATION	E.Y	B.M	B.M	
P1	03.07.2019	FOR INFORMATION	E.Y	B.M	B.M	

GENERAL NOTES

DESIGNED E. YE	DESIGN CHECK B. MAYNARD
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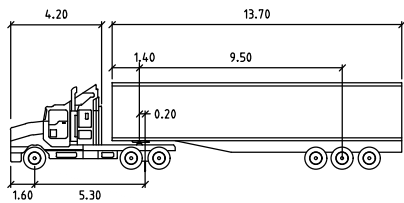


CLIENT HANSEN YUNCKEN	
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT	
MAP REF.	DRAWING NO. N173200-02-06
SHEET 06 OF 10	ISSUE P2



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



PM S 19M

Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	27.8
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		

AMENDMENTS						
P2	18.11.2019	FOR INFORMATION		E.Y	B.M	B.M
P1	03.07.2019	FOR INFORMATION		E.Y	B.M	B.M
ISSUE	DATE	DESCRIPTION		BY	CHK	APP.

GENERAL NOTES

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DRAWN E. YE	DRAFTING CHECK B. MAYNARD
APPROVED BY B. MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
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CLIENT	HANSEN YUNCKEN
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT	
MAP REF.	DRAWING NO. N173200-02-07
SHEET 07 OF 10	ISSUE P2

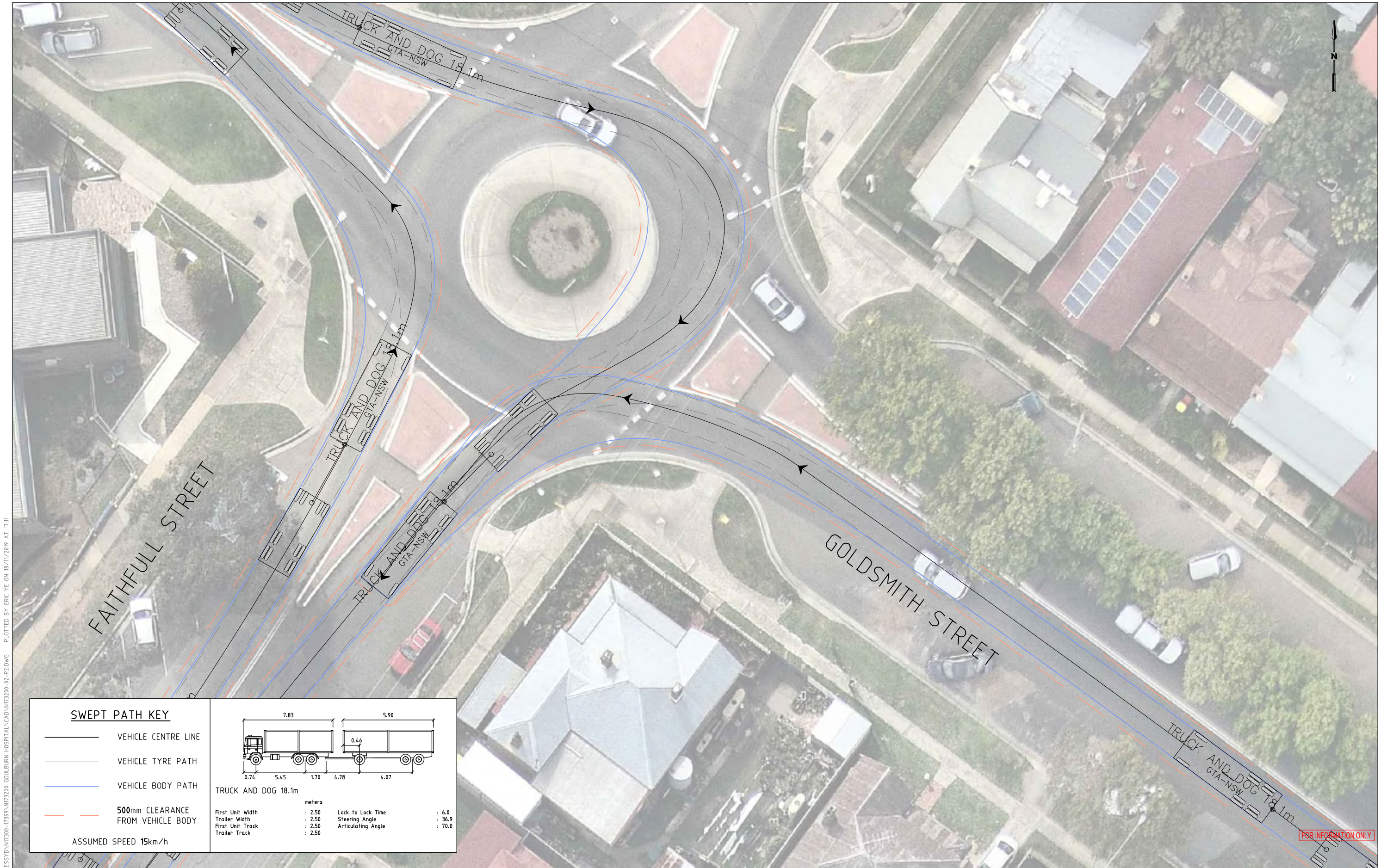


AMENDMENTS						
P2	18.11.2019	FOR INFORMATION		E.Y	B.M	B.M
P1	-	-		-	-	-
ISSUE	DATE	DESCRIPTION		BY	CHK	APP

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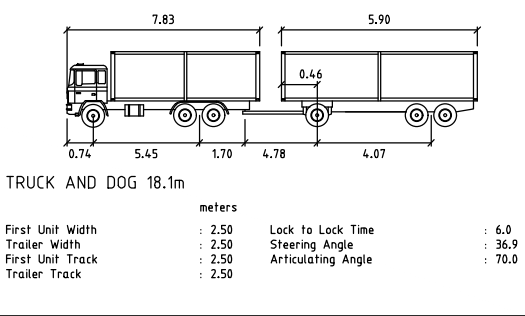
DESIGNED E.YE	DESIGN CHECK B.MAYNARD
DRAWN E.YE	DRAFTING CHECK B.MAYNARD
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
SCALE 0 1.25 2.5 5 A3  1:250	CAD FILE NO. N173200-02-P2.dwg

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<p>MAP REF.</p>		<p>DRAWING NO. N173200-02-08</p>	
<p>ISSUE</p>		<p>SHEET 08 OF 10 P2</p>	



SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 15km/h



AMENDMENTS						
NO.	DATE	DESCRIPTION	BY	CHK	APP	
P2	18.11.2019	FOR INFORMATION	E.Y	B.M	B.M	
P1	-	-	-	-	-	
ISSUE	DATE	DESCRIPTION	BY	CHK	APP	

GENERAL NOTES

DESIGNED E. YE	DESIGN CHECK B. MAYNARD
DRAWN E. YE	DRAFTING CHECK B. MAYNARD
APPROVED BY B. MAYNARD	DATE APPROVED FOR INITIAL ISSUE 3 JULY '19
SCALE A3 0 125 250 500 1250	CAD FILE NO. N173200-02-P2.dwg



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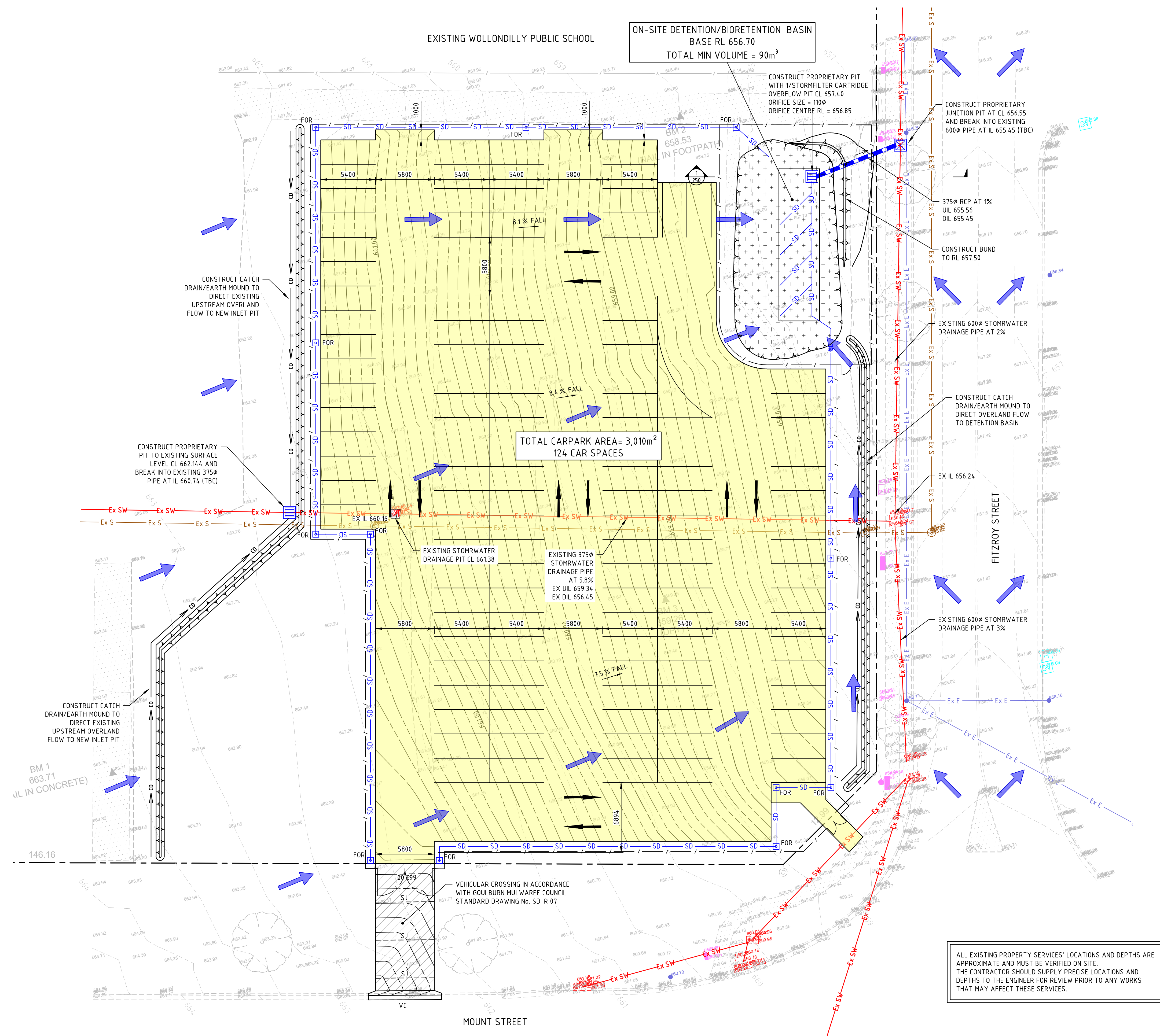
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CLIENT	HANSEN YUNCKEN
GOULBURN HOSPITAL MAIN WORKS	
SWEPT PATH ASSESSMENT - TRUCK & DOG	
MAP REF.	DRAWING NO. N173200-02-09
SHEET 09 OF 10	ISSUE P2

C. TEMPORARY CAR PARK LAYOUT

C

File: G:\Job1128403\WP02\CV01\01 CAD\01 A\Subcat\Temporary Carpark\11294_CV-MW-00-00230\SITEWORKS AND STORMWATER DRAINAGE
PLAN.dwg
Plotted: 17/10/19 at 2:17 PM By: Jonathan Franco



- SURVEY LEGEND**
- SITE BOUNDARY
 - EX SURFACE LEVEL
 - EX SURFACE CONTOUR
 - EX TREE
 - Ex SW --- EXISTING STORMWATER DRAINAGE LINE
 - Ex S --- EXISTING SEWER LINE
 - Ex W --- EXISTING WATER MAIN
 - Ex G --- EXISTING GAS LINE
 - Ex T --- EXISTING TELECOMMUNICATIONS LINE
 - Ex E --- EXISTING ELECTRICAL LINE
 - EXISTING UNKNOWN SERVICE

- DRAINAGE LEGEND**
- SURFACE INLET PIT
 - JUNCTION PIT
 - STORMWATER DRAINAGE LINE
 - FOR --- SD --- FLUSHOUT RISER (max 30m (TRS) WITH SUBSOIL DRAINAGE (1000 uPVC SLOTTED PIPE UN-SOCKED)
 - CATCH DRAIN
 - OVERLAND FLOW

- PAVEMENT LEGEND**
- 7mm SPRAY SEAL
100mm THICK DGB20
 - VEHICULAR CROSSING IN ACCORDANCE WITH GOULBURN MULWAREE COUNCIL STANDARD DRAWING No. SD-R 07



ALL EXISTING PROPERTY SERVICES' LOCATIONS AND DEPTHS ARE APPROXIMATE AND MUST BE VERIFIED ON SITE. THE CONTRACTOR SHOULD SUPPLY PRECISE LOCATIONS AND DEPTHS TO THE ENGINEER FOR REVIEW PRIOR TO ANY WORKS THAT MAY AFFECT THESE SERVICES.

WARNING
NO DRAINAGE WORKS SHALL COMMENCE UNTIL THE CONTRACTOR CONFIRMS THE I.L. OF ALL EXISTING DRAINS, AND CONFIRMS IN WRITING WITH THE ENGINEERING SUPERVISOR.

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

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Rev	Description	Date	By	App	
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Project Name	TEMPORARY CARPARK CNR FITZROY AND MOUNT STREET GOULBURN		
Drawing Title	SITEWORKS AND STORMWATER DRAINAGE PLAN		

CONSTRUCTION		Project Director Approved		Date	North
Designed	JF	S. NAUGHTON		30.09.19	
Drawn	JF				
Scale	1:200	Project Ref : 11294	Drawing No	Rev	
Date	SEPT 2019				
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